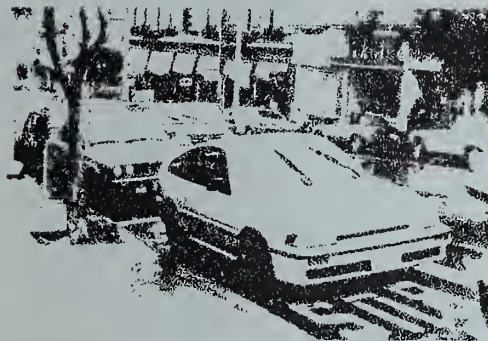


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5-YEAR ACTION
PLAN FOR NEIGHBORHOOD PARKING

FINAL REPORT

APRIL, 1986

VOLUME ONE: FINDINGS AND RECOMMENDATIONS

Prepared by the San Francisco
Department of City Planning

in cooperation with
Staff of the San Francisco
Parking Authority

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5-year action plan for
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I. INTRODUCTION

This report was prepared in response to a request by Mayor Dianne Feinstein that the City Planning Department and the Parking Authority jointly undertake a parking study for San Francisco neighborhoods. The study recommends a five-year plan for increasing the number of on-street and off-street parking spaces in many of San Francisco's neighborhood commercial districts, and includes possible methods to increase use of existing private off-street parking facilities.

San Francisco has 240 neighborhood commercial districts (or NCDs) outside of the Downtown Central Business District (CBD). They are experiencing different kinds and levels of commercial activities and therefore different traffic and parking conditions. Whereas the majority of NCDs consist of small corner clusters of grocery and convenience stores, others have small-scale commercial development which provides a more comprehensive range of services, predominantly for the immediate residential areas (e.g. Chestnut Street, Irving Street). Larger scale districts (e.g. Mission Street, Lombard Street) are characterized by intensive commercial development which serves a wider trade area.

While there has been an increasing acceptance of public transit for trips to and within downtown, the nature and function of the city's NCDs as destinations for short-term shopping and dining trips makes public transit a less attractive option. Many of these areas have experienced increasing parking demand and traffic congestion, particularly in older, well-established districts such as North Beach and Chinatown. In fact, many of the NCDs which have experienced commercial intensification in recent years, such as Union, Castro and Chestnut Streets, have persistent parking problems. They have become so commercially attractive that they draw patrons from different parts of the city, or even from the whole region.

The study focused its data collection and analysis efforts on over thirty districts that were previously identified as experiencing parking shortages. This report presents a comprehensive analysis and assessment of the parking problems in many of these Neighborhood Commercial District. However, it provides a listing of neighborhood-specific recommendations for implementation over the next five years only for the districts found in this study to have the most severe problems. It is anticipated that this type of study be a continuous effort on the part of the City, with new districts added to the priority list as their needs warrant immediate action.

The primary objectives of this study were threefold:

- o To determine in which neighborhood commercial areas of the city the parking shortages are most severe, and to establish a priority ranking of districts requiring immediate actions.
- o To determine what specific types of actions and measures, both public and private, are required to alleviate the parking shortages.
- o To estimate the costs of implementing recommended actions and measures over the next five years.

The study identifies different types of circumstances or problems which contribute to the overall parking shortages in each district. In doing so, specific actions and measures are recommended in priority order for each district to ease the predominant problems found in the most severely impacted areas. Residential areas were not included in this study.

II. GROWTH AND CHANGE IN SAN FRANCISCO'S NCDs

The development patterns of most of the NCDs were well established when the first zoning ordinance was adopted in 1926. These linear commercial districts were without exception formed and served by transit (streetcars). Neither the form nor the function has materially changed during this century except that buses and trolley coaches have largely replaced the streetcars. The majority of retail and commercial functions in these districts, by and large, have continued to serve the most immediate area (generally one-half mile or less).

As long as those NCDs served the immediate residential areas with transit and foot traffic being the major modes of access, serious traffic and parking problems did not exist. Two major factors, however, have changed the character of many of these neighborhood-oriented commercial districts: an increase in the dependency on the automobile as a primary means of transportation, and a change in the function from local to metropolitan use.

San Francisco's auto ownership rates have increased from 0.76 per household in 1970 to 0.91 in 1980. Whereas transit has been the primary mode to move people to, from and within downtown, employees, patrons and residents of NCDs are competing for parking both within the commercial areas themselves and on adjacent residential streets. Neither along the commercial frontages nor on the residential streets is the supply of parking spaces adequate to meet this "multiple demand."

Several NCDs have tended to specialize or orient themselves to certain segments of the market. This specialization has attracted shoppers from all over the city or even from the entire region. What were once local commercial centers have become subregional commercial districts. Patrons of these districts, as well as newer residents, tend to be more auto-mobile, which results in an aggravation of traffic and parking problems. The physical infrastructure, including parking facilities, however, was not designed to accommodate so much commercial activity.

In many cases such areas have outgrown their original neighborhood character, and are equally famous for their attractions and the frustrations they freely and abundantly give to patrons searching for parking. Despite the fact that most of the NCDs primarily cater to local residents or are easily accessible by public transit and on foot, inadequate parking has been singled out by merchants, residents, and patrons alike as the most critical problem. These groups have frequently called upon the City government to solve or mitigate those parking problems.

The major causes of many of the parking problems are directly related to increased reliance on automobiles as the major form of transportation, the intensification of commercial development in some NCDs, and the failure to provide either sufficient amounts of parking or better alternative transportation systems to serve the NCDs. While there have been efforts to construct or expand public off-street lots and garages in NCDs with the greatest needs, often the lack of available land and funding has restricted the City's ability to adequately respond to the parking problem.

Most commercial intensification in NCDs is accomplished through conversion of existing structures from other uses. Therefore no new off-street parking is generally required or provided. But, even new construction often has no off-street parking requirement because commercial space in such projects is usually limited to less than 5,000 square feet of occupied floor area (the threshold below which the Planning Code does not require off-street parking). In addition, the only new public off-street parking construction in the last ten years within the NCDs studied is the Performing Arts Center garage, with only limited expansion of previously existing public facilities.

Lastly, there is plenty of cheap on-street parking in most of the NCDs. The very fact that on-street parking spaces are underpriced (relative to private off-street spaces, which are priced according to commercial land values and demand) makes them a rare and heavily sought-after commodity. Generally speaking, the direct or indirect subsidies given to auto users through abundant and inexpensive on-street parking creates excessive demand, contributing to "the parking problem." In many NCDs the disproportionately high price of private off-street parking and restrictions on who may use some of these facilities further aggravates the situation. This is substantiated by the study's findings related to low occupancy of higher-priced off-street facilities.

III. SELECTION OF DISTRICTS

Nearly all of San Francisco's neighborhoods have some degree of parking congestion. But to a large degree, this congestion is somewhat manageable in most predominantly residential areas and in the smaller commercial clusters which serve the immediately adjacent residents. The first step in this study was to establish a manageable list of districts for detailed study that would represent those areas with the most severe problems.

Three primary criteria were used in selecting areas for study:

- a. Identified by the Department of Public Works in their 1975 reports to the Parking Authority as having a parking shortage greater than 20 spaces;
- b. Designated by the Department of City Planning as neighborhood commercial districts needing individualized zoning controls because of growth-related problems; and
- c. Complaints of parking shortages received by various City departments.

Based on these criteria, a total of 32 Districts were selected. They are listed below in Table 1.1, in alphabetical order, and indicated on Figure 1.

The study was designed to collect and analyze both on-street and off-street supply and demand data within the boundaries of commercially zoned street frontage. Because of time limitations and staffing constraints, the effects of "spillover" demand in immediately adjacent residentially-zoned areas could not be examined. Exceptions to this occur in limited situations where two commercial districts parallel each other within one block. Eight "transition districts" were established for data collection on the entire block faces (both commercial and residential zoning) of streets connecting such parallel districts. Examples are the Avenues between Geary and Clement or the numbered streets between Mission and Valencia.

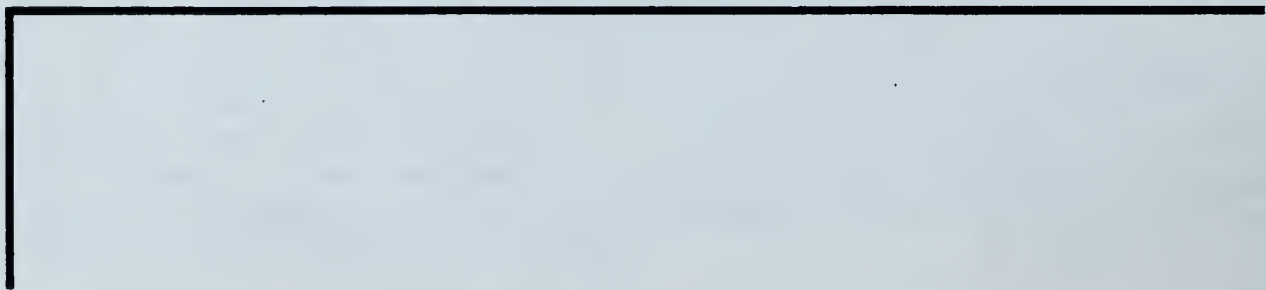
TABLE 1.1
Neighborhood Commercial Districts Selected For Study

Broadway: Tunnel to Sansome
California Street (Laurel Village): Laurel to Maple
California Street: 4th to 7th Avenues
Castro Street: Market to 19th, and 18th Street, Diamond to Noe
Chestnut Street: Broderick to Fillmore
Chinatown: roughly bounded by Broadway, Columbus, Montgomery, Sacramento, Grant, Washington and Powell; and Grant from Bush to Sacramento
Inner Clement Street: Funston to Arguello
Outer Clement Street: 19th to 27th Avenues
Divisadero Street: California to Geary
Upper Fillmore Street: Jackson to Bush; Pine Street, from Page to Fillmore; and California Street, Pierce to Fillmore
Fisherman's Wharf: roughly bounded by Van Ness, Bay, Embarcadero, and San Francisco Bay
Geary Boulevard: Masonic to 28th Avenues
Haight Street: Stanyan to Central; and Stanyan Street, from Page to Beulah
Hayes-Gough Streets: Hayes from Laguna to Franklin Gough from Page to Grove
Mid-Irving Street: 10th to 19th Avenues
Outer-Irving Street: 19th to 27th Avenues
Lombard Street: Broderick to Van Ness
Upper Market Street: Castro to 14th Streets; and Church Street, from Duboce to 15th Streets
Inner-Mission Street: 14th to Randall Streets
Mid-Mission Street: Silver to Geneva Avenues
Outer Mission Street: Niagra Avenue to County Line
North Beach: roughly bounded by Broadway, Powell, Union, and Grant; and Columbus, from Francisco to Union
Ocean Avenue: Manor Drive to Phelan Avenue
Polk Street: Filbert to Post; Larkin Street from California to Post; and California Street, from Van Ness to Hyde
Sacramento Street: Lyon to Spruce Streets
Inner Sunset: Irving Street, from 5th to 10th Avenues; and 9th Avenue, from Lincoln to Judah
Union Street: Van Ness to Steiner; and Fillmore Street, from Lombard to Union
Valencia Street: 14th to Army Streets; and 16th Street, from Dolores to Valencia
Van Ness Avenue: Golden Gate to North Point
West Portal Avenue: 15th Avenue to Claremont Boulevard
Lower 24th Street: San Bruno to Bartlett
Upper 24th Street: Diamond to Chattanooga



FIGURE 1

APPROXIMATE BOUNDARIES OF PARKING SURVEYS



IV. FINDINGS: EXISTING PARKING SITUATION

1. Overview

Not surprisingly, on-street parking occupancy in most of the neighborhood commercial districts surveyed exceeds capacity, averaging 106 percent of supply on Saturdays. The occupancy rates range by district, from a low of 73 percent of supply to 147 percent, during peak demand periods. Approximately 11 percent of total on-street parking in the districts surveyed occurs as parking in illegal areas such as red zones, white passenger loading areas, double parking, on sidewalks and in or across driveways. Fully 24 percent of this illegal on-street parking is represented by vehicles parked in bus zones or other red curb areas, and another 18 percent by double-parking.

The incidence of illegally parked vehicles is likely considerably higher. While this study considered all vehicles in yellow curbside loading zones to be parked legally, only those with commercial license plates are actually permitted to legally park in these areas during most business hours. The extent of legal versus illegal occupancy of yellow zones, and of overtime parking, was analyzed only for 4 selected areas: Inner Clement, including a portion of Geary; Chinatown; North Beach - Broadway; and Haight Street. For these areas, about 50 percent of vehicles parked in yellow loading zones were non-commercial vehicles.

Time duration analysis in these 4 areas shows that vehicles are likely to occupy the same metered stall for over an hour, and an unmetered space for 1-1/2 to 2 hours. Yellow zones are often occupied by the same vehicles for over an hour, and red zones were observed to be occupied by the same vehicle for about 1/2 hour.

Generally, double parking and some parking in red curb areas occurs only for very short time durations, and as such may be an indicator that legal curbside parking or inexpensive off-street parking is not often immediately available at a desired location for a quick stop. However, time duration surveys in selected districts indicate that parking in red curb areas is often in excess of 30 minutes. The use of illegal parking at red curb areas, then, is an indicator of both a shortage of parking and a problem of space allocation v.s. demand for convenient parking at specific locations, and an indication of lax enforcement.

Legal on-street parking spaces (metered, yellow loading zones, green and blue zones, and unmetered curbside space) average 97 percent occupancy in the NCDs, above what the Department of Public Works considers "maximum desirable occupancy."¹ The fact that, in many districts, legal spaces were observed to be available while vehicles in the same or adjacent block faces were illegally parked, tends to substantiate a possible inequality between space allocation and locational demand.

While on-street spaces are overutilized or at least well utilized, off-street facilities vary widely in their utilization. City-owned and operated meter lots and garages almost universally are used to capacity. The primary reason

¹DPW defines "maximum desirable occupancy" as 85 percent of legal spaces in metered areas and 100 percent occupancy in unmetered areas.

TABLE 1.2
Citywide Summary

	<u>SUPPLY</u>	<u>DEMAND</u> ¹	<u>NET</u>	<u>PERCENT OCCUPANCY</u>
<u>ON-STREET</u>				
METERED	8,195	7,786	409	95.0
WHITE	(706)	512	(194)	(72.5)
YELLOW	1,413	1,266	147	89.6
GREEN	180	150	30	83.3
BLUE	47	29	18	61.7
UNMETERED ²	4,260	3,995	265	93.8
RED ³		415	-415	
OTHER ILLEGAL ⁴		755	-755	
SUBTOTAL	14,095	14,908	-813	105.8
<u>OFF-STREET</u> ⁵	11,237	8,017	3,220	71.3
TOTAL ⁶	25,332	22,925	2,407	90.5

NOTES:

- 1 Data collected on Saturday afternoons during February through April, 1985.
- 2 Unmetered "supply" is theoretical, since spaces are unmarked. Volume Two describes the methodology used to estimate unmetered space supply.
- 3 Includes bus zones and all other curb areas painted red.
- 4 Includes vehicles double-parked, in or across driveways, and on sidewalks.
- 5 Includes patron-only and employee parking.
- 6 White zones are not considered part of legal supply in the total, but the number of spaces is shown in parentheses to indicate the level of actual use as parking. The number of vehicles observed to be parked in white zones is, however, reflected in the total demand.

is that prevailing meter rates are charged in most Parking Authority facilities. Privately owned and operated fee lots and garages average only 84 percent occupancy even during peak demand periods, primarily because of their greater cost. However, Parking Authority off-street facilities are, generally speaking, purposely located more centrally in relationship to a greater variety of establishments than are private facilities. Free "patron-only" lots are surprisingly the least utilized despite their lack of cost, perhaps because of the public's fear of being towed if they would not be patronizing the business for which the facility is provided, or because of a perception that such spaces may be reserved for employees. As a whole, off-street facilities citywide average 71 percent occupancy, indicating a clear preference by the public for convenient, inexpensive (if not free) parking on street. Table 1.2 shows overall city statistics.

2. Prioritization of Districts

Several criteria were used to rank the various commercial districts in terms of the severity of their parking problems. Initially, only on-street occupancy data was used to determine which districts exhibited the worst conditions. The ratio of the total number of vehicles parked on-street to legal supply (white passenger zones were not included in the supply unless they were metered) was used as a "first cut", with only those districts exhibiting a 0.99 or greater ratio (99.0 percent) included for further analysis. Table 1.3 shows occupancy percentages for all districts included in the study; the 25 districts selected for further analysis are indicated with an asterisk.

Some districts were then combined with others, because of their proximity and consequent "shared" problems. Others were split into two or three sections because of their length. This resulted in a preliminary listing of 18 areas. For selected districts which were surveyed during supplemental time periods, a comparison of the Saturday data shown in Table 1.3 was made with data from weekday or Friday evening surveys as appropriate, to determine whether parking conditions change significantly during different time periods. Peak "demand period" conditions were substituted as appropriate for analysis. Additional criteria were weighted and applied to the grouping of 18 districts:

- a. Gross on-street deficit (total number of vehicles observed as parked on-street minus legal on-street supply. White zones were not considered as part of legal supply).
- b. Net on-street deficit (the number of vehicles parked in red and white curbside locations, in or across driveways and double-parked vehicles minus the number of vacant legal on-street spaces).
- c. The ratio of vehicles parked on-street to the legal on-street supply.
- d. The total net parking deficit (the gross on-street deficit minus the number of vacant spaces available to the general public in off-street facilities. Off-street facilities restricted exclusively for patron and/or employee use were not included).
- e. The combined on-street and off-street parking ratio.

The combined occupancy ratio of on-street and off-street parking was considered the most important factor. Volume Two gives a detailed description of the criteria and the weighting process used. The weighting process resulted in a preliminary priority listing of the 18 districts. Ultimately, 10 districts were selected for inclusion in the proposed 5-year Action Plan, based on consideration of the degree and nature of their parking problems, and the degree to which publicly-sponsored programs already approved or proposed could offset existing parking needs.

Table 1.4 provides a summary of parking conditions for the preliminary priority listing of 18 districts selected for detailed study. The full range of data by individual district is included in Volume Two. While white zones were not included as part of supply for analysis, the percentage utilization is shown to indicate the degree to which the public uses them as parking spaces.

TABLE 1.3

Saturday Occupancies by District

	<u>Percent Overall Occupancy</u>	<u>Percent On-Street Occupancy</u>	<u>Percent Off-Street Occupancy¹</u>
*Broadway ²	80.8	122.6	76.1
California - Laurel Village	85.8	95.2	81.6
*California - 4th to 8th Ave.	106.1	106.1	N/A
*Castro	106.2	111.4	112.2
*Chinatown	108.2	121.6	93.8
*Inner Clement ³	95.5	99.8	100.0
*Outer Clement	105.0	111.7	33.3
*Chestnut	99.0	118.5	98.2
*Divisadero ⁴	48.9	97.4	26.1
*Fisherman's Wharf	93.3	113.3	91.4
*Geary	90.8	104.4	66.5
*Haight	82.1	102.2	41.1
*Hayes-Gough ⁵	33.9	91.9	12.3
Outer Irving	84.8	91.5	92.0
*Lombard	93.2	122.1	35.4
*Marina-Union	99.2	115.8	78.0
West Portal	99.0	98.2	81.8
*Upper Fillmore	102.8	109.0	N/A
Inner Mission	91.8	94.2	54.5
Mid Mission	93.8	98.0	100.0
Outer Mission	68.0	74.5	N/A
*North Beach ²	87.0	114.3	83.3
Ocean ⁶	61.4	72.6	N/A
*Polk	89.6	105.5	72.2
*Sacramento	104.7	104.7	N/A
*Valencia	99.4	111.1	54.5
*Van Ness	83.2	107.4	50.9
*24th St.-Mission	95.4	101.3	105.0
*24th St.-Noe Valley	98.3	110.0	93.7
*Inner Sunset	93.1	106.7	95.8
*Upper Market	92.1	105.5	N/A
*Mid Irving	100.3	103.2	N/A

Note: Asterisk indicates districts selected for detailed study.

¹ Includes off-street facilities available to the general public only; patron-only and/or employee-only lots are not included.

² The peak demand period for Broadway and North Beach was found to be Friday evening. For Broadway, overall occupancy increases to 86.9 percent, on-street occupancy increases to 127.6 percent, and off-street occupancy decreases to 71.3 percent. For North Beach, Friday night overall occupancy is 101.0 percent on-street occupancy is 147.0 percent, and off-street occupancy is 80.0 percent.

³ Occupancy figures for Inner Clement remain relatively constant for Friday evening: overall occupancy is 95.9 percent, on-street occupancy is 99.2 percent, and off-street occupancy is 89.3 percent.

- 4 Weekdays are the peak demand period in the Divisadero district, with an overall occupancy of 80 percent. On-street occupancy is 129 percent, while off-street occupancy is at 53 percent.
- 5 Weekday demand in the Hayes-Gough district is considered peak; weekday overall occupancy is 76.3 percent, on-street occupancy is 116.9 percent, and off-street occupancy is 61.4 percent.
- 6 Weekday demand is not significantly different for Ocean Avenue; overall occupancy decreases to 59.9 percent, on-street occupancy decreases to 64.9 percent, and off-street rises to 56.5 percent.

TABLE 1.4
Preliminary Priority Districts
Percentage Utilization By Space Type
Saturday Data Unless Otherwise Noted
(Actual Number of Vehicles Parked Shown for Red and Other Illegal)

District	Metered	Yellow	Green	Blue	Unmetered	Total Legal	White	Red	Other Illegal	Total On-Street	Off-Street ¹	District Total
Inner Clement-Mid Geary-California (4th to 7th Ave.)	96.1	77.8	78.9	80.0	106.9	99.1	73.8	32	106	114.0	100.0	112.9
Chinatown	97.3	101.9	100.0	0.0	108.1	99.7	102.8	41	27	121.6	93.8	108.2
North Beach-Broadway ²	102.2	108.2	N/A	140.0	122.0	104.1	78.2	100	38	139.3	78.0	105.0
Lombard-Chestnut-Union	99.8	78.1	104.0	N/A	100.7	99.0	64.1	36	139	117.5	73.9	105.1
Outer Clement	85.6	85.7	133.3	0.0	94.9	91.0	78.9	7	47	111.7	33.3	101.4
Upper Fillmore	98.9	97.6	75.0	100.0	116.0	102.7	77.8	7	8	110.1	N/A	110.1
Castro-Upper Market	98.9	100.0	83.3	N/A	99.5	98.9	66.7	24	12	107.6	112.2	108.3
24th Street/Noe Valley	102.1	73.9	125.0	N/A	106.8	101.2	100.0	2	18	110.0	93.7	108.9
Valencia-Inner Mission	96.9	88.6	87.5	90.0	97.8	95.8	83.9	51	65	105.2	54.5	100.4
Fisherman's Wharf	102.4	89.4	N/A	0.0	112.3	105.4	62.8	1	5	113.3	91.4	93.3
Polk-Van Ness												
(Geary to Vallejo)	98.9	89.4	50.0	N/A	92.8	96.7	77.9	36	54	110.0	64.9	99.7
Hayes-Gough ³	99.2	83.3	85.7	100.0	110.3	105.0	80.0	4	29	116.9	61.4	80.7
Mid- Irving	93.4	83.3	114.3	N/A	92.7	93.5	100.0	12	14	103.2	N/A	103.2
Sacramento	91.2	100.0	N/A	N/A	98.7	94.1	33.3	9	5	102.3	N/A	102.3
24th Street/Mission	97.5	78.7	N/A	N/A	75.8	90.2	25.0	12	21	101.3	105.0	101.5
Inner Sunset	99.4	105.9	100.0	N/A	74.1	93.7	100.0	20	6	106.7	95.8	104.2
Haight Street	103.1	100.0	150.0	N/A	89.9	98.9	100.0	1	4	102.2	41.1	98.6
Divisadero ³	102.4	86.7	N/A	60.0	97.9	99.0	90.6	17	12	129.0	42.8	72.1

¹ Includes only off-street facilities open and available for general public use; patron-only and/or employee lots are not included.

² Friday evening data

³ Weekday afternoon data

3. Characterization of Problems by Priority District

The problems found through data collection and analysis were categorized into several generic descriptions. In this way, specific districts may be characterized as to their predominant and/or most severe problems. The lack of adequate levels of enforcement would seem to be a major contributing factor to each of these problem characterizations. The problems themselves are categorized as follows:

- o Pervasive parking shortage, both on-street and off-street, during all time periods surveyed. Since it was determined through the analysis that on-street parking is the most sought-after, this problem focuses more heavily on occupancy levels of curbside space, but considers the relative occupancy ratios for available off-street facilities as well. Those districts which exhibit a 90 percent or higher on-street occupancy level in metered areas, a 100 percent on-street occupancy level in unmetered areas during most time periods, and which exhibit an off-street occupancy level of 90 percent or higher would fall within this category, probably the most serious of the problems.
- o Peak demand in excess of supply for limited and specific time periods. Districts which are heavily specialized with a predominant land use such as bars or restaurants experience their greatest degree of parking problem only for the duration of peak demand at those establishments. Often, demand for parking and actual supply and utilization is reasonably balanced at other times.
- o Excessive illegal on-street parking while available legal on-street spaces close by are unoccupied. This phenomenon occurs most often as double parking or at hydrants and crosswalks adjacent to establishments that are convenient for "quick-stop" patronage. Examples might be an automated teller or a corner cleaner. This problem is more indicative of patrons' laziness or impatience to find and occupy legal parking than a true parking shortage, and can point to lack enforcement as well.
- o Excessive and illegal utilization of on-street space with spaces available in off-street facilities. This particular problem may have several different causes, the most obvious being that privately operated off-street facilities often charge more than the public would like to pay. The problem is also directly related to enforcement, since patrons often are aware that they may not be ticketed and are therefore willing to take the risk of a parking citation fine even greater than the charge for an off-street facility. Less common but real causes can also be lack of visibility of or easy access (relative to destination) to available off-street parking, and restriction of many off-street facilities to patron-only or employee parking.
- o Excessive parking in painted curbside zones. In several districts, an unusually high percentage of illegally parked vehicles were observed in painted zones other than red curb areas. In some, a proliferation of white zones has significantly decreased legal on-street parking supply. In most districts, there are excessively long red zones in areas where public safety or vehicular movement is not served, such as between driveways.

- o Excessive overtime parking in metered or time-restricted zones. The maximum legal time limit for any given vehicle in metered spaces is posted on the individual meter, or is defined as the maximum amount of time one can pay for at one time; usually one hour, but as little as 30 minutes or as long as two hours. Yellow zones have a 30-minute legal limit, and green zones a ten-minute limit. The intent of time limitations for all these zones is to increase turnover of the space, by returning any given space to available supply as often as possible. Total on-street supply is thereby effectively increased by maximizing the number of vehicles using a single space during a given period of time. Overtime parking in such locations is very common. While parking enforcement personnel ticket vehicles at expired meters, there is little enforcement against the practice of meter feeding. Similarly, the practice of ticketing overtime commercial vehicles in yellow zones is virtually unknown in San Francisco; tagging overtime vehicles in green zones generally occurs only in response to a complaint. This and other problems discussed above are a manifestation of the larger, pervasive issue of inadequate parking enforcement.

Using these general categories of parking problems, the preliminary list of priority districts were characterized as follows.

While the Inner Clement Street area itself was found to be a "borderline" situation (100 percent occupancy both on-street and off-street), the "spillover" effects on two adjacent areas were recognized. The California Street area from 4th to 7th Avenues, and Geary Street from Arguello to Funston were combined with Inner Clement for analysis.

The district as a whole experiences a major parking shortage, because of extensive illegal parking on the side streets. On-street occupancy is at 107 percent of supply in unmetered areas, and at 96 percent in metered areas. Although 22 metered spaces and 16 yellow zones were observed to be vacant, the overall on-street deficit was observed to be 159 spaces. The competing demands for parking between patrons of the commercial district and residents of the area results in a significant amount of parking on sidewalks and in driveways along the Avenues. A great number of vehicles were also observed to use undersized curb areas between driveways which were not calculated into the unmetered supply. These conditions result in the abnormally high numbers of "other illegally" parked vehicles (106), as well as the high occupancy rate (107 percent) of unmetered curbspace.

In general, metered spaces turn over about every 45 minutes, and yellow zones about every 40 minutes (although 67 percent of vehicles in yellow zones do not have commercial plates). Fully 76 percent of vehicle owners parked at metered stalls in excess of 30 minutes continue to feed their meter. White zones turn over about every hour and 20 minutes, and vehicles are likely to occupy red zones for 30 minutes. Unmetered spaces turn over every one and one-half hours, although there are no time restrictions.

Only three off-street facilities are available in the immediate Clement Street vicinity. Two of these are Parking Authority lots which are generally

occupied to or above capacity, and make up half of the supply available in the three lots. The third is reserved for grocery store patrons until 7 p.m., and operates as a fee lot after hours for patrons of the district as a whole. Generally along the portion of Geary Street included for analysis, off-street facilities are small and marked for patron use only, or reserved for employees. The California-Cornwall area has no off-street facilities.

Parking conditions in Chinatown were found to be extremely poor, with the predominant problem being a pervasive shortage of spaces. Legal on-street supply was occupied at barely under 100 percent. Parking in white and red zones, double-parking and parking across driveways accounts for 18 percent of all on-street parking. The on-street parking shortage is 150 spaces, with only 37 spaces vacant in off-street facilities available to the general public.

A time-duration and space turnover analysis shows that a second major problem in Chinatown is excessive overtime parking. A vehicle is likely to occupy the same metered space for over one and one-half hours, and to occupy an unmetered space for over two hours. Yellow zones turn over only once per hour, and vehicles park in white zones for over an hour at a time. Even in red zones, vehicles park for an average of 40 minutes.

There are a number of privately owned and operated fee lots accessible to the general public and they were observed to be about 76 percent occupied. The Parking Authority's Portsmouth Square garage was observed at 97 percent occupancy. The Parking Authority's St. Mary's Square garage was not included in the analysis, since the California Street access, most convenient for patrons of Chinatown, is closed on weekends and weekday evenings. Two additional private lots, with 19 spaces, are limited to use by church patrons; these lots were observed to be 68 percent occupied.

The North Beach-Broadway area experiences an acute parking shortage during peak demand times such as Friday evening. On-street occupancy was observed to be 139 percent of legal supply, with 78 percent occupancy of white passenger loading zones. While off-street parking was observed as available in publicly accessible privately-operated lots (163 spaces), even these vacancies would not satisfy the on-street deficit of over two hundred spaces. On Saturday afternoon, on-street parking occupancy dropped to 120 percent, with a deficit of 114 spaces.

The second most critical problem found in the North Beach area was the disparity in distribution of parked vehicles. Thirty-four percent of all observed on-street parking on Friday evening occurred in white zones, red curb areas, or as double parking. With 163 vacant spaces observed in lots and garages, the off-street occupancy rate for Friday evening was calculated at only 78 percent of available supply. The cost of privately-operated off-street facilities, at upwards of \$5 for an evening, is a significant deterrent to their use. An additional 50 spaces were vacant in facilities marked for patron use only, and 21 vacant spaces in other restricted lots (not including hotels and motels). Consequently, motorists seeking parking often resort to using bus zones, and other painted curbside areas. Occupancy levels for these off-street facilities were still lower on Saturday, down to 58 percent.

Overtime parking was also found to be a major problem in North Beach on Saturday. Vehicles occupied both metered stalls and white zones for more than an hour, and nearly two hours in yellow zones. Red zones were often occupied by the same vehicle for more than 30 minutes.

The Lombard-Chestnut-Union Street area was combined because of the pervasive parking problems shared by all three parts of the Cow Hollow-Golden Gate Valley Neighborhoods of the Marina district. The major problem observed in the Marina District is, again, the significant difference between utilization of on- and off-street supply. The degree to which people double-park and use colored curbside areas results in the observed 117 percent occupancy of streetspace (a deficit of 180 on-street spaces to meet demand), and contributes to the perception of a severe parking problem. In actuality, the number of vacant off-street spaces available for public use would meet nearly half of this demand. Public off-street facilities (Pierce Street garage and the former Yerba Buena School site) are well utilized, while 83 percent of the vacant off-street spaces were found in privately-owned and operated facilities. The major reason appears to be the cost of the private facilities. The study found 40 vacant spaces in lots reserved for patron use only, out of a total of 124 spaces in these lots.

A comparison was made between the data gathered by this study and that in a 1983 Department of Public Works parking analysis for the Yerba Buena School site. The DPW study showed an on-street shortage of 120 spaces within metered areas on Saturday afternoon, while the 1985 City Planning survey showed a shortage of 136 spaces for the same area. The unmetered areas surveyed differed in the two studies, so an exact comparison of unmetered spaces is not appropriate. However, off-street facilities were 83 percent occupied in the 1981 study, and 81 percent in this recent study.

The proliferation of white zones on Lombard Street significantly decreases the potential legal supply of on-street parking, particularly at the eastern end near Van Ness Avenue. On the south side of Lombard, most white zones are long and associated with motels, despite the fact that off-street parking lots are available. On the north side, in many instances several individual restaurants within the same block each have a white zone. While illegal parking in these areas was not significant, they could be returned to legal parking.

Outer Clement Street, from 19th to 27th Avenues, experiences an imbalance between use of on-street and off-street parking supplies. A shortage of 46 parking spaces was observed on Saturday afternoon, despite low occupancy of the district's only off-street lot. Parking in white and red zones on Clement itself and on sidewalks and driveways along the Avenues results in a total on-street occupancy level of 110 percent. Within metered areas, the on-street occupancy is 99 percent of legal supply. Along the unmetered Avenues, occupancy is 123 percent of legal supply, reflecting the competing demands of commercial district patrons and adjacent residents.

Parking conditions in the Upper Fillmore district are reflected by an on-street shortage of 30 spaces, with no off-street facilities available for general public use. The very few white zones that are available are nearly all used, and patrons of the commercial district must compete with residents for space in unmetered areas. However, residents of the adjacent area are somewhat "protected" by permit parking. Unmetered areas average 116 percent of supply, while metered areas average 101 percent of legal supply.

Off-street facilities within district boundaries are restricted to use by patrons only while shopping at the associated establishment, or for employees. Patron lots on Saturday averaged 95 percent occupancy. One of the larger of these lots is chained off after the business closes at 7 p.m., further restricting parking supply. The Pacific Medical Center garage at Clay and Webster Streets was not included in the area surveyed, although some district patrons have begun to use the facility.

The Castro-Upper Market district experiences a pervasive parking shortage. Parking conditions are worst at the Castro end, although Church Street experiences parking problems as well from Market to 15th Streets. Overall, the district exhibits an on-street shortage of 40 spaces on Saturday afternoons; while shortages exceed this amount on Friday evenings, the extreme condition is limited to a relatively short time duration. Shortages are most apparent by the degree of parking in bus zones, and double parking. The entire district has only 2 off-street facilities open to the general public, both operated by the Parking Authority and located on or immediately adjacent to Castro Street. These lots are often occupied beyond their legal capacity. The only off-street facilities available to serve the Market Street "spine" are patron-only lots, two of which are chained off after 6 or 7 p.m. (including the City's public library lot).

At the Castro Street end, both on-street and off-street parking was observed to be slightly more than 10 percent above legal supply. Double-parking and parking in red zones proliferates throughout the district. Along the Market Street "spine" conditions are worst in the area from Castro to Sanchez Streets, with on-street occupancy at 100 percent on Market Street itself, and averaging 130 percent on side streets. East of Sanchez Street, Market Street occupancy drops to 86 percent, with occupancy on side streets at 106 percent. Church Street, between Market and 15th Streets, experiences sporadic shortages at peak times, characterized primarily by double-parking and use of red zones.

The Noe Valley portion of 24th Street shows an overall parking deficit of 23 spaces, with the on-street shortage at 24 spaces. On-street parking conditions are characterized by "cramming" more vehicles than permitted or expected, both in metered areas (including green zones), and in unmetered areas, and by substantial double-parking; use of bus zones and other red curb areas was not found in this study to be a critical problem.

Only one small surface lot, operated by the Parking Authority, is available for general use, and had only one vacant space. All other lots are restricted and posted for patrons only or reserved for employees, with nearly 30 spaces observed to be vacant.

The Valencia-Inner Mission area has two prominent sections, 14th to 16th Streets, and 24th to Army Streets, in which the parking shortage spans both streets. Valencia itself experiences on-street parking above legal capacity for nearly the entire length studied, from 14th to Army Streets.

In all cases, the on-street "shortage" is comprised of substantial amounts of parking in white passenger loading zones, and in red zones. In the two

combined sections at either end of the district, the problem is compounded by double parking. However, in most observations, on-street legal spaces were available either on the same block face, across the street or on adjacent blocks. For the combined district, the on-street shortage amounts to 105 spaces.

The predominant causal factor, especially on Valencia Street, is the proliferation of white curbside zones, most of them associated with funeral homes. Most available off-street facilities are free, but clearly marked for patrons only; many are associated with small restaurants. While a total surplus of 230 off-street spaces was observed to be available, much of this surplus (133 spaces) is located in lots posted for patrons only, or otherwise restricted and not available for general public use. Nearly 100 spaces were vacant in the Parking Authority's garage at 21st and Bartlett Streets.

In the Fisherman's Wharf area, approximately half of the block faces are unmetered; most but not all of these are posted for two-hour parking. More vehicles were observed parking on these unmetered streets than the calculated supply, accounting for much of the "excess" on-street demand, exhibited by a shortage of 101 spaces. Virtually all of the remaining "shortage" was found to be vehicles parked in white zones. Very little incidence of parking in red zones or other illegal areas was observed in Fisherman's Wharf .

Off-street facilities were generally observed to be at or near capacity, both publicly accessible lots and patron-only lots. About 330 spaces were observed to be vacant in lots and garages available for general public use, although this represents only 8 percent of total available spaces. Only 28 spaces were vacant in lots reserved for patron or employee use.

The primary problem areas within the combined Polk and Van Ness district are concentrated between Geary and Vallejo Streets. This section exhibits an on-street shortage of 113 parking spaces on Saturday afternoon, with approximately the same number of spaces observed to be vacant in off-street lots and garages available for general public use. Generally, no significant parking problems were found on Saturday in the Van Ness Avenue area south of Geary (the Polk Street district included in this study did not extend south of Post Street), or in the combined districts north of Vallejo Street.

The most serious problems for the Polk-Van Ness district were found in the subarea between Sutter and Clay Streets, which centers on the primary Polk Street retail area and includes the Van Ness Avenue theaters. This subarea extended eastward to include a study of Larkin Street between Post and California Streets as well. This subarea is largely characterized by a pervasive parking shortage and, to some degree, an imbalance between use of on-street and off-street parking facilities. This imbalance may be primarily due to the relatively high cost of private off-street facilities.

On-street occupancy was found to be 113 percent of legal supply, with a deficit of 102 spaces. Vehicles double-parked, or parked in red curb areas accounted for 10 percent of all on-street parking; an additional 4 percent of all vehicles parked on-street were observed in white zones. Only 23

off-street spaces were observed to be vacant in lots or garages open for the general public. All of these spaces were located in privately-operated facilities, which were observed at 60 percent occupancy; the Parking Authority's Bush Street garage was 100 percent occupied. Over 50 additional off-street spaces were vacant in patron-only lots, most of them along Van Ness Avenue. Patron-only lots were observed to be occupied at 60 percent, despite the fact that some of the businesses (mostly banks) were closed.

The subarea of the combined Polk-Van Ness district extending between Jackson and Vallejo Streets exhibited an on-street deficit of 23 spaces, with an occupancy of 109 percent. Although 24 legal on-street spaces were observed to be vacant, the number of vehicles parked in red and white curb areas, double-parked or parked across driveways was more than double that amount.

Off-street spaces are limited only to patron use, and were observed at just 51 percent occupancy; 50 vacant spaces were observed. Nearly all of these lots are located on or immediately adjacent to Polk Street.

The Hayes-Gough district exhibits great imbalance in use of on-street vs. off-street parking spaces. It often experiences significant on-street parking congestion on weekdays; metered space occupancy was observed to be 100 percent of supply, while unmetered spaces were occupied at 110 percent, indicating that vehicles were "crammed" into available spaces. A significant number of vehicles were also observed to be parked in white zones or along "No Parking Anytime" posted curbside areas, mostly in the alleys between Franklin and Gough. Much of the street frontage along these alleys is a combination of rear entrances to businesses fronting on major streets and residential units. Overall, on-street occupancy within the district was observed at 117 percent of legal supply, with a deficit of 67 spaces.

A large portion of the district is unmetered, but posted for one-hour parking limit. Many of the vehicles parked in these posted areas on weekdays would appear to be Civic Center area employee vehicles, usurping much of the available space for commercial district patrons.

Overall off-street occupancy on weekdays was observed to be 60 percent. Most of these facilities are reserved for employee parking during the day, but often available to the public for special evening events in the Civic Center area. Employee-reserved lots were observed at nearly 60 percent occupancy, but patron-only lots were occupied at less than 30 percent. The Parking Authority Performing Arts Center Garage generally operates during daytime hours at 60 percent occupancy. Other lots available for general public use were occupied at 82 percent. Over 300 vacant spaces were available in all off-street facilities open to the general public, both public and private.

In the Mid-Irving area (10th to 19th Avenues), double-parking and use of red curb space within metered areas, and double-parking or across and in driveways in unmetered areas contribute to an on-street deficit of 9 parking spaces, despite the fact that 20 legal spaces were observed to be vacant.

Off-street facilities are relatively limited, and restricted to customer parking. These lots were observed to be occupied nearly to capacity, however.

No off-street parking is provided within the commercial area of Sacramento Street. While 12 metered spaces were observed to be vacant, one-third of white zones were occupied by parked (unattended) vehicles, and there were 14 vehicles illegally parked in red zones or double-parked. The overall on-street parking "deficit" was calculated at 5 spaces, with an occupancy of 102 percent.

The 24th Street-Mission district's parking situation is not as severe as that in other districts, but could be characterized as at capacity. With an on-street deficit of 4 spaces, the overall on-street occupancy ratio is just above 101 percent. Most of the surplus occurs as double parking, or in and across driveways in unmetered areas. The occupancy for legal on-street spaces is 90 percent, indicating that some legal on-street spaces were vacant. Some parking in bus zones and crosswalks was observed, although many of these vehicles appeared to occupy such space for only a few minutes.

Nearly half of the total off-street supply is reserved for employees, or designated for patron-only use. The one lot available for general public use was observed to be at capacity; the remainder averaged 50 percent occupancy. The vacant off-street spaces, then, are not available to meet the excess on-street demand.

The greatest degree of the problems occur near the western end of the district, from South Van Ness to Valencia.

The Inner Sunset district, comprised of Irving Street from 5th to 10th Avenues and 9th Avenue, from Lincoln to Judah. The district exhibits an on-street parking deficit of 16 spaces, with an occupancy of 107 percent of legal supply. On-street conditions are characterized by overuse within metered areas (substantial use of red and white zones, with some double parking), while spaces are vacant on intersecting unmetered streets.

The district has three off-street lots, with from 23 to 46 spaces each. The two larger lots are owned and operated by the City, one located on 6th Avenue and the other running between 8th and 9th Avenues. The 6th Avenue facility is connected to the old Laguna Honda school, and its availability is not well marked, or apparently well-known; occupancy was observed at 72 percent of capacity, while the 8th-9th Avenues lot was 100 percent occupied. The 13 vacant spaces in these lots would very nearly meet excess on-street demand. The third facility, on 9th Avenue, is marked for patron use only, and was virtually vacant when surveyed.

The Haight Street district exhibited an on-street shortage of 6 spaces on Saturday afternoon. Some vehicles were "doubled-up" in metered and green spaces, although vacant spaces were found in unmetered, unregulated curbside areas. On-street occupancy for legal spaces was calculated at 99 percent, although parking in white and red curb areas, and double-parking results in an overall on-street occupancy of 102 percent.

The district has three off-street lots, although only one is available for general public use. This lot was observed at only 41 percent occupancy, with 10 vacant spaces. The two patron-only lots were observed at 55 percent occupancy, although the MacDonald's lot often operates at capacity during peak times for the restaurant.

Time duration surveys in the Haight district shows that vehicles occupy a metered space for an average of one hour. In unmetered areas, vehicles are likely to occupy the same space for nearly two hours. Yellow zones turn over about once every hour, with less than half of all vehicles parked in yellow zones having commercial plates.

The Divisadero Street district peak demand period is weekdays. The area experiences a great imbalance in the use of on-street space versus off-street parking.

While legal on-street spaces were observed at 99 percent occupancy, nearly all white zones were occupied by parked (unattended) vehicles and 29 vehicles were observed to be parked in red zones, undersized curb areas between driveways, double-parked and on sidewalks. The overall on-street occupancy was at 129 percent, with a shortage of 56 spaces.

By contrast, in the two lots which are open for general public use, about 95 spaces which appeared to be available to the public were vacant; since both of these lots offer public parking and monthly reserved spaces, it is difficult to accurately determine how many spaces are available for general public use. These lots were observed at 72 percent occupancy. The remainder of the off-street facilities in the area are restricted to parking for either physicians and medical office patients (60 percent occupancy) or for bank patrons (76 percent occupancy).

4. Summary of District Parking Problems

While the magnitude or severity of the parking "problem" is measured and expressed in terms of the shortage of spaces, data gathered in this study suggests that on-street parking shortages are more symptoms of other parking problems for many districts, than in and of itself the definition of the problem. In many districts the real "parking problem" is more accurately defined as relating to the price of available off-street parking. At the very least, lack of adequate enforcement is as much a parking problem in all districts as is a shortage of spaces.

The study findings, then, may be summarized into several generalizations:

- o On-street parking is both the most visible and inexpensive, and therefore perceived as more convenient and desirable than off-street facilities.
- o Lack of adequate enforcement induces "risk-taking," in the forms of parking in illegal but convenient locations, and overtime parking (including "meter-feeding") beyond the legal limit.
- o A significant problem is the disparity between utilization of on-street and off-street parking supply, and to a lesser degree between on-street space location and demand.
- o Patron-only lots are often occupied far below their capacity, when they could be used to at least partly offset on-street parking shortages, through attendant operation or valet programs.

- o The relatively high price of many privately owned and operated off-street facilities sometimes results in low occupancy rates, contributing to extremely high demand for on-street space and a perception of an acute parking shortage.
- o Many areas, particularly white passenger loading zones, and long red curb areas, are consistently utilized as on-street parking spaces, despite controls prohibiting such use. This suggests that there is need for reevaluation of the demand for white or red zones relative to the demand for on-street parking spaces.

Table 1.5 shows examples of the disparity between utilization of on-street and off-street parking facilities. With few exceptions, the on-street "shortage" of spaces shown in Table 1.5 can be related to high occupancy levels in white zones, a significant number of vehicles in red and other illegal areas, and in some cases, "cramming" a greater number of vehicles into unmarked, unmetered areas than would be desirable.

TABLE 1.5

Comparison of On-Street Deficit
With Off-Street Surplus for Preliminary Priority Districts
(Saturday Afternoon Data Unless Otherwise Noted)

<u>District</u>	<u>Gross On-Street Shortage of Parking Spaces¹</u>	<u>Available Off-Street Spaces²</u>	<u>Theoretical Net Surplus (+) or Shortage (-) of Parking Spaces</u>
Inner Clement/Mid-Geary-			
California (4th to 7th Ave.)	-159	1	-158
Chinatown	-150	37	-113
North Beach/Broadway ³	-230	163	-67
Lombard-Chestnut-Union	-181	83	-98
Outer Clement	-46	16	-30
Upper Fillmore	-30	0	-30
Castro-Upper Market	-40	0	-40
24th Street-Noe Valley	-24	1	-23
Valencia-Inner Mission	-105	96	-9
Fisherman's Wharf	-101	331	+230
Polk-Van Ness (Geary to Vallejo)	-113	117	+4
Hayes-Gough ⁴	-67	322	+255
Mid Irving	-9	0	-9
24th Street-Mission	-4	0	-5
Inner Sunset	-16	13	-3
Divisadero ⁴	-56	95	+39
Haight	-6	10	+4

NOTE: Sacramento Street not shown in Table because no off-street facilities are located within the survey area.

- ¹ Shortage = Total number of vehicles observed parked on-street minus legal on-street supply (white not included in supply).
- ² Patron-only and employee-only lots are not included in either supply or the number of off-street spaces observed to be occupied.
- ³ Friday night data.
- ⁴ Weekday afternoon data.

V. POTENTIAL FUTURE PARKING SITUATION

As pointed out in Chapter II, the commercial growth and success of the neighborhood districts, and in many cases increasing specialization on certain types of services, has largely caused the problems of traffic and parking congestion. While there is every expectation that these and other districts will continue to thrive and grow economically, proper planning and a set of strategies for implementation can help to minimize further aggravation of traffic and parking problems. Several programs and specific measures which address neighborhood parking problems are already in various stages of implementation.

1. Programs and Measures Sponsored by the City

A. Neighborhood Commercial Rezoning

The City Planning Commission adopted interim controls for neighborhood commercial districts in March, 1985, which both directly and indirectly address parking problem issues. Many of the larger, specialized districts include special controls and restrictions on new establishments such as bars, restaurants and financial institutions, the intent of which is to maintain a reasonable balance and variety of land uses. This would indirectly mitigate parking problems in many of these districts by contributing to a greater mix of uses over time, and therefore reducing the phenomena of extreme peaking of parking demand at specific time periods observed in some districts (i.e. evenings, particularly Friday, in areas with a proliferation of restaurants and/or bars). The greater variety of uses available in a given district would also serve to strike a better balance between short-term parking demand and longer-term, thereby increasing turn-over rate and availability of spaces.

Recognizing potential economic and urban design conflicts in providing required parking on-site (requirements would not change from existing Code), the new zoning could encourage development of neighborhood parking garages to satisfy the collective residential and commercial demand of several projects. Policies are also proposed to discourage and control development of new auto-oriented and drive-through establishments in neighborhood districts.

New zoning controls for neighborhood commercial districts would apply to all areas included in the preliminary priority listing except Van Ness Avenue and Fisherman's Wharf. Districts which would be subject to special controls or regulations limiting additional, specific types of uses (such as restaurants and bars) include:

- Union Street
- Inner and Outer Clement Street
- Polk Street
- Castro-Upper Market
- Upper Fillmore
- Noe Valley
- Haight
- 24th Street-Noe Valley
- North Beach

While special controls on such establishments as restaurants and bars may not actually reduce trip-making or parking demand in these districts, the encouragement to expand the number of other types of uses may reduce the phenomenon of "peaking" of demand exhibited on Union, Castro and Outer Clement Streets, thereby reducing the need to invest in parking measures that might be fully utilized for only a relatively short time duration.

In developing permanent controls for neighborhood commercial districts, it may be proposed that parking garages as a principal land use which are sponsored by public agencies could be exempt from Floor Area Ratio limitations, as a way to encourage their development and permit designs to maximize economic viability.

Additionally, special studies and recommendations are being considered for Fisherman's Wharf, separate from the Neighborhood Commercial District program.

B. Van Ness Avenue Plan

Van Ness Avenue has been identified as an area which would be appropriate for major new housing construction. A subarea plan and new zoning controls are being developed which would encourage residential construction in concert with an expansion of commercial office and retail uses. While policies proposed would result in an intensification of both commercial and residential activity throughout the Van Ness Avenue corridor, much of this intensification would take place in new construction, over the next 15 years. Off-street parking would be required in such new construction.

C. Proposed New Off-Street Parking Facilities

The Parking Authority has an on-going program to seek opportunities to expand its existing supply of off street parking facilities and develop new sites where needs are greatest. Development of new sites, however, is difficult because of both the lack of available land and the small size of what little land may be found in appropriate areas. Similarly, expansion of existing facilities poses problems, because adjacent parcels are often not available or are developed such that double-decking may be inappropriate (such as next to residential structures with side lot windows), or because the small size of the existing lot precludes necessary ramps to other levels. The number of new or expanded Parking Authority facilities, then, has been limited over the past decade.

From an analysis of the findings, however, it would appear that lots and garages sponsored and operated by the Parking Authority would most likely have the best chance for meeting the excess parking demand. In several of the priority districts identified in Chapter IV, new Parking Authority off-street parking facilities are under construction or proposed that would help to alleviate the parking problems. Table 1.6 identifies City-sponsored projects and districts where the Parking Authority has sites under consideration.

D. On-Street Actions and Proposals by the City

Expansion of off-street parking supply is not a cure-all for parking problems, and in many situations may not necessarily be adequate to resolve certain problems. The location of an off-street facility, for example, may not be close enough to primary traffic generators to be well used, or may not address parking problems which are highly localized in nature.

TABLE 1.6

DISTRICTS WITH
NEW OFF-STREET PARKING AUTHORITY FACILITIES
UNDER CONSTRUCTION OR PROPOSED

Approved and/or Under Construction

<u>District</u>	<u>Location</u>	<u>Spaces</u>	<u>Opening</u>
Marina	Lombard-Fillmore (Yerba Buena School Site)	212 total (158 new)	3/87
Inner Irving	Laguna Honda School Lot	72 total (26 new)	3/86
Inner Mission - Valencia	Bartlett - 21st-22nd	371 total (160 new)	6/85 Lower deck; Upper deck closed for reconstruction
Inner Mission - Valencia	16th-Hoff	72 total (36 new)	3/86

Districts with Potential Sites

<u>District</u>	<u>Location</u>	<u>Spaces</u>
Polk - Van Ness	Polk - Bush	approx. 150
North Beach	(under consideration)	N/A
Inner Clement	(under consideration)	N/A
Upper Market	(under consideration)	N/A
Chinatown	(under consideration) in addition, self park at St. Mary's Garage*	N/A approx. 160

* 160 spaces may be available by the California Street entrance, for self-park operation on weekends and evenings.

The City has been able, in many situations, to respond effectively to these types of parking problems by implementing on-street measures to increase the supply of spaces, although usually at the request of a merchant or neighborhood group.

Where street width, transit operations and safety considerations permit, the Department of Public Works has changed on-street curb parking from parallel to angle or perpendicular parking configurations. The Inner Clement and Irving Street areas have had angle parking for many years, and angle parking on the north side of Outer Clement between 19th and 26th Avenues has been approved by the Board of Supervisors. This can result in a substantial increase of parking supply along any given block face.

The Citywide Task Force on Parking, in a July 1984 report to the Mayor, made a number of recommendations to increase parking supply which would apply specifically to neighborhood commercial districts. These are:

- o Create on-street metered stalls at a reduced size for compact cars only.
- o Permit multiple tagging of vehicles that remain in yellow zones in excess of the 30-minute limit.
- o White zones should not be permitted if red zones for hydrants or curb cuts for driveways are immediately adjacent to an existing white zone.
- o White zones should be restricted to occupancy by attended vehicles only.
- o White and green zones requested by property owners be repainted every two years at the expense of the property owner, with removal of the zone for failure to pay.
- o Conduct initial survey of all colored zones citywide by parking controllers, and annually thereafter by the San Francisco State University Parking Research Group, to identify for elimination unused zones and excessively long red zones.
- o Institute a time limit restriction on blue (disabled parking) zones.
- o Amendment of State law to require renewal of blue disabled license placards on a specific time basis.
- o Permit the owner and/or occupant of a residence to park parallel to and block the driveway of a garage they occupy.
- o Expand the use of angled or perpendicular parking in commercial areas, with sidewalk narrowing where appropriate.
- o Elimination of unnecessary MUNI stop zones.
- o Create motorcycle parking zones in neighborhood commercial areas.
- o Require that parking stalls in multiple family dwellings be offered to tenants in that building.
- o The City should encourage and subsize double-decking of privately owned parking lots in neighborhood commercial districts.

Supervisor Silver has proposed legislation that would implement many of the Task Force recommendations and several more specific measures which would increase the parking supply in neighborhoods:

- o Reduce the red zone length for fire hydrants to five feet.
- o Allow use of MUNI bus stops for truck loading during the day, and for auto parking at night.

- o Increase the use of bus bulbs.
- o Institute pavement markings for parking stalls in residential areas.

A number of these actions have already been legislated by the Board of Supervisors, and many more are currently under consideration by the Board. Detailed application of these actions within individual districts has not been attempted prior to this study.

2. Measures Proposed by Neighborhood and Business Leaders

Many merchants associations recognize that meter-feeding and overtime parking effectively reduce the total supply of on-street spaces available for district patrons. Some, such as the Clement Street Merchants Association, have actively worked with the police to increase enforcement of time limitations. For more than one year, police and merchants in the Clement Street area have placed copies of the Traffic Code section which deals with overtime parking on the windshields of all cars as an education and "consciousness-raising" measure. Pressure from the merchants association on the Police Department for increased levels of enforcement have helped the parking situation in the Clement District, and perhaps others.

In the Union Street area, merchants began to realize that the severe parking problem had driven some customers away, and sought increased police enforcement as a stopgap measure, although ultimately nearby residents' groups complained of too much enforcement when they themselves were ticketed.

Also in the Clement District, the operator of one grocery store lot which charges a flat fee for evening parking has offered to implement a validation program with restaurants in the area. The merchants approached apparently were concerned, however, about cost and possible abuse, and have not yet implemented any program, despite their own knowledge and complaints of the parking shortage. Validation programs in one form or another have been tested in several of San Francisco's neighborhood districts, but a district-wide program has yet to be implemented. Those programs that have been tried are generally successful.

District merchants and neighborhood associations are actively participating with the Parking Authority to help identify potential appropriate sites for new city facilities. Several vacant lots or closed businesses have been suggested by merchant groups for potential future off-street parking.

3. Additional Measures to Increase Supply and to Increase Utilization of Existing Supply

In addition to the measures that have been proposed and/or tested in various neighborhoods as outlined above, there are still several other possible options.

A. Proper signage and information materials for off-street facilities

The commercial districts which experience the most severe parking problems often attract many of their patrons from other parts of the city and the region. While these patrons may be familiar with some specific shops or

restaurants, they usually are not as familiar with available off-street parking facilities. Proper signage at the major "entrances" to the districts indicating the locations of and/or directions to off-street facilities could induce greater utilization of lots and garages, thereby reducing competition for on-street space. Merchants can also play an important role in providing information through identification of available off-street parking in their advertisements and their storefront displays.

B. Public-private sector joint venture programs

New construction of off-street lots or garages is not always feasible, or appropriate. Rather than devoting public resources to capital-intensive real estate and construction, parking problems could be somewhat alleviated in many situations through various joint venture programs designed to increase use or expand capacity of existing private facilities. These measures are appropriate particularly for situations where an existing lot or garage is not well utilized because of high rates, and where little opportunity exists for construction of new garages. However, these proposals need careful study and evaluation prior to implementation, and should only be considered once all other possible efforts to maximize use of existing facilities have been attempted.

- o A Neighborhood Private Property Parking Program was recommended to provide additional overnight parking for resident vehicles, on a lease basis with the Parking Authority, at privately-owned lots normally closed at night. It is recommended that the scope of this program be expanded to permit and encourage evening and/or Saturday leasing. Operation of such facilities could be contracted out by the Parking Authority to a private operator, for general public use at low cost in high-need areas where such opportunities exist.
- o A second form of joint venture could be investment in the capacity expansion of existing private parking facilities, with a private contractor for operation or metering the additional spaces. The Parking Task Force recommended that the City encourage and subsidize double-decking of privately owned lots in neighborhood commercial districts. The Parking Authority recently adopted the policy to purchase land with the intent of going to a ground lease for private industry to construct and operate new parking facilities (with the inclusion of commercial space where possible), or to utilize the ground lease for expansion of capacity at privately-owned existing parking facilities. Construction costs incurred by the Parking Authority would be minimized, and facilities created in such a manner would revert to complete control of the property owner at the close of the lease. It would therefore be possible to construct more facilities within the limits of available funds. This policy greatly increases the likelihood that additional, inexpensive off-street parking can be provided for many districts at reasonable cost.

- C. Establish shuttle bus service evenings and weekends between neighborhood districts and major public or private garages

Many of the major garages in or near downtown are not well utilized evenings and weekends. The supply of off-street parking in neighborhood districts can be supplemented at relatively low cost through the provision of shuttle bus service between heavily impacted districts and these existing "satellite" facilities. Shuttles could either be privately owned and operated, perhaps partially subsidized by the garage operators and/or merchant associations, or they could be provided on existing MUNI lines, again with a possible subsidy from merchants and/or garage operators. Major candidate "satellite" facilities might be the Embarcadero Center garages, the Sutter-Stockton garage or the Golden Gateway facility.

- D. Private, attendant operations at gas stations or other off-street facilities otherwise closed after business hours

While this measure has been implemented at some locations, its potential to increase parking supply is such that it warrants consideration wherever feasible. The study analysis indicates that the majority of private, free, "patron-only" lots are closed after business hours, with signs posted for towing of unauthorized vehicles. Although some neighborhood patrons use the facilities anyway, the risk of having a vehicle towed is a significant deterrent to most potential users. The lots are often chained or otherwise blocked to preclude their use, legal or otherwise, thereby eliminating an existing, valuable resource. The situation can be particularly aggravating in areas where peak parking demand occurs in the late evening and nighttime hours. The valet-type operation serves to maximize the number of vehicles that can be parked, as well as to minimize potential property owner concerns regarding vandalism and liability. In most situations, this measure could represent significant additional revenue to the owner.

5. Measures to Reduce Demand

While the primary intent of this report is to recommend methods to increase overall parking supply and utilization, the Department would be remiss to ignore measures which could reduce parking demand as well. The following are cited in terms of providing a comprehensive inventory of available measures and strategies to alleviate parking problems, and should be examined as a means to enhance the economic viability and maintain the levels of patronage in the NCDs.

- A. Increase, or at a minimum maintain current levels of public transit service to neighborhood commercial districts.
- B. Restructure the pricing of on-street meters and City-operated off-street facilities to better reflect their true value (relative to demand). The City might consider developing a formula and program for raising neighborhood meter rates according to a differential structure, as demand reaches a specific percentage of supply. Similarly, metered rates for on-street spaces could be different than those for off-street lots and garages in situations where time duration and turnover rates vary widely.
- C. Employer-subsidized transit passes could reduce the number of employees who drive to work and "meter-feed" or use unmetered spaces all day.

VI. RECOMMENDATIONS

1. The Right Solution for the Specific Situation

A matrix was prepared to evaluate the potential effectiveness of various methods to address each problem, give a comparative cost index, and indicate whether a "response", or method would be implemented by the public sector, private resources, or a combination. The matrix is shown and fully explained in Volume Two.

In more than half of the priority districts, parking shortages of varying degrees were found, even when the observed surplus of off-street spaces was considered. In others, the significant on-street shortages could theoretically be offset by the off-street surplus, resulting in an overall surplus of spaces for the district. These conditions are expressed in Table 1.7.

However, several of the districts included in the preliminary priority ranking (Table 1.7) have specific measures proposed or underway by the Parking Authority which in theory would provide additional parking to at least partly meet current and future needs. These districts and their projects are shown in Table 1.8.

Two of these districts have new garages currently under construction by the Parking Authority; the former Yerba Buena School site garage to serve the Marina district (Lombard-Chestnut-Union Streets), and both the 16th-Hoff garage and the 21st-Bartlett garage to serve the Valencia-Inner Mission area. The Parking Authority has also budgeted in the 1986 fiscal year for an additional 26 spaces at the Laguna Honda School lot, serving the Inner Irving district. Additionally, while the number of new spaces these facilities will provide in their respective districts would serve to meet much of the current parking shortage, at least in the near term, they may not necessarily meet all of the parking problems found in each of the districts. It is important to reiterate the point that off-street facilities, whether operated by the Parking Authority or privately, cannot resolve all kinds of parking problems which have been identified in this study.

The Department of Public Works estimated that the Yerba Buena School site garage could absorb slightly less than half of the total parking shortage for the area on Saturday afternoons, and about 80 percent of the Friday evening shortage.¹ The differences can be explained by the DPW study's findings that there is an apparent willingness of patrons to park greater distances from their destination on Friday evenings than on Saturday afternoons. The new facility will be a minimum of 3 blocks from Union Street destinations, where the greatest on-street parking shortages and problems are found.

While the new facility could improve overall occupancy ratios for off-street facilities since it will be operated at the lower City rate structure, it will

¹ "Report on Analysis of the Yerba Buena School Lot Site for Public Parking," February 1983, DPW, Division of Traffic Engineering, Bureau of Engineering. The DPW study assumed no increase in occupancy of existing private off-street facilities, as suggested in Table 7.

TABLE 1.7

Characterization of Parking Shortages
in Preliminary Priority Districts¹

Districts with Combined On-Street and Off-Street
Parking Shortages

Inner Clement-Mid Geary-California
Lombard-Chestnut-Union
North Beach-Broadway
Chinatown
Outer Clement
Upper Fillmore
Castro-Upper Market
24th Street-Noe Valley
Valencia-Inner Mission
Mid Irving (10th to 19th Avenues)
24th Street-Mission
Inner Sunset
Sacramento Street²

Districts with an On-Street Shortage,
But a Theoretical Surplus³ of Parking Spaces
With Available Off-Street Spaces

Fisherman's Wharf
Polk-Van Ness (Geary to Vallejo)
Hayes-Gough
Divisadero
Haight

¹ Refer to Table 1.5, Page 24, for actual numbers.

² Sacramento Street has no off-street facilities within the surveyed area.

³ "Theoretical Surplus" suggests that measures recommended in this study could be implemented to induce greater use of existing off-street facilities. In these districts, better occupancy and use of existing off-street facilities could offset any observed shortages of on-street parking, provided adequate measures are taken to make such off-street parking convenient and attractive to users.

TABLE 1.8

COMPARISON OF CURRENT ON-STREET PARKING SHORTAGES TO
EXPECTED INCREASE IN SPACES THROUGH PUBLICLY SPONSORED
PROJECTS IN SELECTED DISTRICTS

	<u>On-Street Shortage of Parking Spaces</u>	<u>Increase in Supply</u>
Lombard-Chestnut-Union	-181	150 ¹
Polk-Van Ness (Geary to Vallejo)	-113	150 ²
Valencia-Inner Mission	-105	196 ³
Outer Clement	-46	29 ⁴
Inner Sunset	-16	26 ⁵
Chinatown	-150	160 ⁶

¹ Yerba Buena School site garage

² Estimated number of spaces to be provided at proposed Polk and Bush garage.

³ Combined 16th-Hoff and 21st-Bartlett garages

⁴ Additional on-street spaces created by conversion from parallel to perpendicular parking.

⁵ Additional spaces budgeted for Laguna-Honda School lot.

⁶ Additional spaces proposed to be made available weekends and evenings for self-park operation at St. Mary's Garage (California Street entrance). However, this facility is not within the geographic boundaries surveyed in this study for Chinatown.

not be able to resolve the disparity between occupancy of private off-street garages and on-street space in the immediate Union Street area. Since one of the major problems Union Street in particular, and the district as a whole, experiences is double-parking and use of bus zones for quick trips, the new garage will have minimal effect on these aspects of the situation. The DPW study showed that between 80 and 90 percent of survey respondents parked within 2 blocks of their destination on Saturday for the South of Lombard area.

Additional measures, then, will be considered to address parking problems in the Marina district.

A similar assessment is appropriate for the Polk-Van Ness district. The area exhibits a disparity in use of off-street v.s. on-street parking, and has space available in existing private lots. Specific measures should be implemented which would bring the parking situation back into balance. Secondly, while a new Parking Authority garage has been proposed at Polk and Bush, it may not be able to meet the demands for parking in the district beyond a 4 or 5 block radius.

The two facilities nearing completion in the Valencia-Inner Mission area have more than adequate capacity to meet most future parking needs for many years. While this study found that the two "critical" parts of the district in terms of parking problems seemed to concentrate within the northern and southern extremities, each of the garages is close enough to the problem areas to have the potential to "draw off" much of the excess demand, particularly since they will operate at meter rates. A large percentage of the observed on-street "deficit" for the district is reflected in the use of white curbside zones, particularly the full length of Valencia Street. The majority of these white zones are associated with funeral homes. While it is assumed that the use of these areas for parking does not substantially hinder their intended use when required, consideration should be given to whether they might be returned to legal parking. Finally, in most situations where double parking or use of red zones was observed, vacant metered or otherwise legal spaces were available within one or two blocks.

It is recommended that the Valencia-Inner-Mission District not be considered a top priority area for purposes of this 5-year program, but that its parking situation be reevaluated in two or three years.

The conversion of parallel parking to angle parking between 19th and 26th Avenues along Outer Clement will add 34 new stalls on-street. Implementation of this measure could provide a slight surplus of parking for the district in the near term, but the district will remain in a "marginal" situation in respect to supply v.s. demand. It is recommended that additional measures be explored for Outer Clement to continue to address its parking needs.

The Divisadero Street and Hayes-Gough districts exhibit substantial vacancies in existing off-street lots and garages open for public use, far in excess of the observed on-street parking shortages. The Sacramento Street, 24th Street-Mission, Inner Irving and Haight Street districts are all recognized as also being in marginal situations. Without minimizing the parking needs found in these commercial areas through this study, the problems do not appear to be severe enough at this point in time to warrant their consideration for priority actions within this five year program. Instead, it is recommended that parking situations be reevaluated in each of these districts within the five-year period, and that they be included in the priority list as needs require.

Some of the measures proposed in the five-year program for other districts may have application to situations in the areas not selected for priority action in this program, however. It is recommended that merchants' and residents' groups for districts not included in this priority action plan consider implementation of some of the measures recommended in the program themselves, as appropriate.

To develop a priority ranking of districts, and a set of specific recommended solutions for parking problems in each of the neighborhoods selected for priority

action, the final steps were to match the "cookbook" of responses and solutions outlined in Chapter V to specific types of problems for each of the districts to be included in the five-year Action Plan. The specific districts were considered in terms of their predominant problems, the degree of the problems, and measures and programs already approved, to determine the prioritization of measures for implementation.

Districts which are included in the proposed Five-Year Action Plan For Neighborhood Parking are, in order of priority:

1. Inner Clement-Mid Geary-California (4th to 7th Avenues)
2. Chinatown
3. North Beach-Broadway
4. Lombard-Chestnut-Union
5. Outer Clement
6. Upper Fillmore
7. Castro-Upper Market
8. 24th Street-Noe Valley
9. Fisherman's Wharf
10. Polk-Van Ness (Geary to Vallejo)

2. Proposed 5-Year Action Plan for Neighborhood Parking

The proposed Action Plan put forth here represents specific application of measures which have been recommended by the Parking Task Force, or which have been approved or are under consideration by the Board of Supervisors, and includes other measures which could supplement prior proposals. It is recognized that first priority for all districts is the implementation of actions already approved, as listed below, and others currently under consideration as expeditiously as possible once they are approved. Where appropriate, specific locations are cited within each district for implementation of approved measures of a general nature, such as the removal of obsolete colored curbside zones. Measures listed in the five-year program as under consideration by the Board of Supervisors which are not ultimately approved are assumed to be infeasible or not in the interests of the community. Some of the measures proposed may be viewed as controversial, and may not receive immediate public acceptance. However, their consideration is warranted as part of a comprehensive program which seeks to adequately deal with specific, as well as general, types of parking problems in certain areas.

New off-street facilities are recommended in this first 5-year period for seven districts in which proposed on-street measures are insufficient to meet needs, and in which the shortage appears to be sufficient to justify the expense of off-street construction. The need for additional off-street public parking in each district will be reevaluated and appropriate measures recommended periodically, through an update of information appropriate to an on-going City program.

The measures proposed in this Action Plan recognize the need to provide immediate, yet appropriate relief first to those districts which suffer the most severe parking problems. However, some priority measures require a long lead time for full implementation, while others can be effected fairly quickly. This proposed Action Plan is designed and structured to be sensitive to the timing of recommended measures as well as their necessity. For this

reason, the priority ranking of districts may vary from year to year to reflect the timing of specific implementation measures. The rationale for selecting specific measures appropriate for each district, and the variations in timing for similar measures in different districts is explained in Volume Two. It should be noted that scheduling of site selection and construction of Parking Authority facilities is estimated for planning purposes only, and that actual construction may occur earlier or later than identified here, as opportunities and funds exist.

The proposed on-street measures could create over 200 additional spaces within the 10 priority districts over the 5-year period. About 450 existing, unmetered on-street spaces are also proposed for metering, to increase turnover and thereby obtain better use of existing resources. The cost of implementing these measures is estimated at about \$207,000 in 1985 dollars.

Over 350 additional off-street parking spaces in 3 of the districts studied in this report are already approved and/or under construction by the Parking Authority. This program recommends that the Parking Authority seek opportunities to construct six new off-street facilities within the 5-year period, adding between 300 and 1,000 parking spaces. It is estimated that \$12 million to \$36 million would be needed to implement these facilities. An additional \$2,700 is proposed for a signage program directing motorists to existing and new off-street facilities, both public and private.

Approximately \$7,500 is estimated and proposed for development and distribution of educational materials related to on-street parking regulations, as an integral part of a comprehensive enforcement program.

The total cost to the City for the recommended 5-year program is estimated at about \$12,220,000 to \$36,220,000 in 1985 dollars, depending on whether the Parking Authority buys land on which to construct off-street facilities, or enters into a lease agreement with private enterprise. The cost of measures proposed in the program for which merchants and private parking operators would have primary responsibility to implement and fund, is not estimated.

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Table 1.9
SUMMARY OF PROPOSED PARKING SUPPLY
INCREASE IN PRIORITY DISTRICTS

DISTRICT	NEW PARKING SPACES CREATED BY TYPE OF PROPOSED ON-STREET MEASURE				ON-STREET SHORTAGE	PARKING CREATED BY OTHER PROPOSED MEASURES	
	Reallocation of Painted Curb Areas	Conversion of Parallel Parking to Angle or Perpendicular	Conversion of Standard-Size Metered Stalls to Compact Size	TOTAL		Installation of New Meters	Construction of New Lot Or Garage
Inner Clement	4	22	5	31	-159		yes ¹
Chinatown	40			40	-150		yes ¹
North Beach- Broadway	13			13	-230		yes ¹
Marina	13		7	20	-181	29	160
Outer Clement		29	2	31	-46		
Upper Fillmore	2			2	-30	25	yes ¹
Castro - Upper Market	6	26	3	35	-40	25	yes ¹
Noe Valley	1	8		9	-24	29	
Fisherman's Wharf		6		6	-101	307	
Polk - Van Ness	15			15	-113	33	150
TOTAL	94	91	17	202	-1,005	448	310+

¹Number of spaces for each district cannot be determined until specific site is identified. However, a total of up to 1,000 new off-street parking spaces could be constructed in these districts.

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
1. All Priority Districts	<p>1. Increase level of enforcement against overtime parking in all time-regulated areas, and against the practice of "meter feeding."</p> <p>2. Implement on-street and off-street measures already approved by the Board of Supervisors.</p> <p>2A. Convert parallel parking to perpendicular or right angle parking (study to be conducted, with implementation in one-third of all possible locations in commercial areas).*</p> <p>2B. Reduce the amount of white curbside space</p> <p>1. Reduce multiple white zones for a single business*.</p> <p>2. White zones not permitted for condominium and apartment buildings which have one on-site parking space per unit.</p> <p>3. Require use of driveway curbcut or hydrant red zone in lieu of white zone where appropriate.*</p> <p>2C. Reduce the amount of red curbside space</p> <p>1. Eliminate unnecessary and obsolete legal red zones.*</p> <p>2. Reduce fire hydrant zones to 5 feet* on either side.</p> <p>3. Repaint illegally painted curbside space.</p> <p>2D. Restore curb and parking at "dead" curb cut locations.*</p> <p>2E. Charge property and/or business owners an annual fee for white, green and yellow zones, with revocation for non-payment.</p>	<p>Police</p> <p>Parking Authority, Dept. of City Planning, Dept. of Public Works</p> <p>DPW</p> <p>DPW, Police, Fire (with Muni concurrence as appropriate)</p> <p>DPW</p> <p>DPW</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p>

* Specific locations identified for each priority district.

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
All Priority Districts (cont'd)	<p>2F. Multiple tagging of vehicles that remain in commercial zones in excess of 30 minutes.</p> <p>3. Board of Supervisors action on pending measures proposed by Supervisor Silver, and implementation by the appropriate department.</p> <p>3A. Reduce the length of 50 percent of parking spaces for use by compact cars only.*</p> <p>3B. Limit the width of single-car driveways.</p> <p>3C. Ordinance requiring landlords to give tenants first right of refusal for on-site parking spaces in residential buildings.</p> <p>4. Develop a pamphlet which describes regulations concerning legal occupancy and time limitations for all types on on-street parking spaces, including a fine schedule.</p> <p>5. Initiate a detailed and comprehensive study of Muni bus zone locations and space allocation within commercial-zoned areas, to develop a consolidation program to return unnecessary bus zones to parking.</p>	<p>Police</p> <p>DPW</p> <p>DPW</p> <p>Residential Rent Stabilization Board</p> <p>City Planning, Police, Merchants</p> <p>Muni, DPW, City Planning (with input from community leaders)</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>\$5,000</p> <p>Staff Time</p> <p>Staff Time</p>
2. Inner Clement Mid Geary (Arguello to Funston)-California (4th to 7th Avenues)	1. Continue negotiations with property owner(s) for site to construct new Parking Authority facility.	Parking Authority, Real Estate	

* Specific locations identified for each priority district.

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
Inner Clement Mid Geary (Arguello to Funston)-California (4th to 7th Avenues) (cont'd)	<p>2. Conduct study for legality and financial feasibility of expanding the scope of the Neighborhood Private Property Parking Program to include Parking Authority lease for Saturday and/or evening operation at test site on or near Geary.</p> <p>3. Meter white zones for daytime use in locations where business is closed.</p> <ul style="list-style-type: none"> o Clement Street, south side east of 9th Avenue: meter and post "No Parking During Performance" (4 new 45° angle stalls; 2 without restriction) <p>4. Convert parallel parking to 45° angle metered parking on side streets along commercial frontage.</p> <ul style="list-style-type: none"> o West side of 9th Avenue South of Clement; (3 new stalls) o West side of 8th Avenue South of Clement, approximately 200 feet south (8 new stalls) o East side of 5th Avenue, North and South of Clement (6 new stalls). <p>5. Continue distribution of existing parking regulation information on all vehicles parked in metered areas, pending publication of City-sponsored pamphlet.</p>	<p>City Attorney, Budget Analyst</p> <p>DPW</p> <p>DPW</p> <p>District Merchants, Police</p>	<p>Staff Time</p> <p>\$1,300</p> <p>\$1,500</p> <p>\$3,500</p> <p>\$1,300</p> <p>N/A</p>
3. Chinatown	<p>1. If feasible, select preferred site(s) for development of new Parking Authority facility and commence negotiations with owner(s) for purchase or lease.</p> <p>2. Initiate feasibility study for implementation of private or public shuttle "shopper" bus service to and from Embarcadero Center Garage evenings and weekends. (To be done in concert with same measure for North Beach, below.)</p>	<p>Parking Authority, Real Estate</p> <p>City Planning, Muni/ PUC, Private parking operators and transit companies</p>	<p>\$2,000,000- \$6,000,000</p> <p>Staff Time</p>

YEAR 1985/86 (cont'd)

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
Chinatown (cont'd)	<p>3. Reduce amount of white curbside space.</p> <p>3A. Consolidate white zones in blocks where 3 or more businesses currently have one or more white space each.</p> <ul style="list-style-type: none"> o Jackson, South side between Stockton and Powell. (1 space) o Clay, South side between Stockton and Powell. (1 space) o Washington, North side between Kearny and Grant. (1 space) <p>3B. Meter white zones for daytime use in locations where business is closed.</p>	DPW	<p>\$300</p> <p>\$300</p> <p>\$300</p> <p>\$1,500</p>
4. North Beach-Broadway	<p>1. Initiate formal negotiations with property owner(s) for site to develop Parking Authority facility.</p> <p>2. Initiate feasibility study for implementation of private or public shuttle "shopper" bus service to and from private parking garages evenings and weekends. (To be done in concert with same measure for Chinatown, above.)</p> <p>3. Increase directional signage to private off-street facilities throughout the area.</p> <p>4. Establish a district validation program between merchants and private parking operators</p> <p>5. Return excessive white zones to parking:</p> <ul style="list-style-type: none"> o Filbert, north side between Stockton and Powell - reserve maximum of 2 spaces near Church entrance and post as white zone <u>Sunday only</u> during church services. (10 spaces) 	<p>Parking Authority, Real Estate</p> <p>City Planning, Muni/PUC, Private parking operators and transit companies</p> <p>DPW, Merchants, Private parking operators</p> <p>Merchants, Parking operators (other than city)</p> <p>DPW</p>	<p>Staff Time</p> <p>Staff Time</p> <p>\$500</p> <p>N/A</p> <p>\$3,000</p>

YEAR 1985/86 (cont'd)

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
5. Marina (Lombard-Chestnut-Union)	<ol style="list-style-type: none"> 1. Establish district validation program between merchants and private parking operators 2. Install directional signage on Union and Fillmore Streets indicating "<u>Public Parking</u>" availability at Pierce Street Garage. 3. Install directional signage on Union and Fillmore Streets indicating "<u>Parking</u>" for private garages. 4. Establish evening/nighttime private valet parking operations in lots reserved for daytime employee and/or patron-only use, and in other locations where facilities are otherwise closed. 	<p>Merchants, Parking operators (other than city)</p> <p>DPW</p> <p>DPW</p> <p>Merchants, Property owners, Parking operators (other than City)</p>	<p>\$500</p> <p>\$500</p> <p>N/A</p>
6. Outer Clement	<ol style="list-style-type: none"> 1. Convert parallel metered stalls to 45° angle metered stalls on north side of Clement, 19th to 26th Avenues. (29 new spaces) 	DPW	\$17,300
7. Upper Fillmore	<ol style="list-style-type: none"> 1.* Initiate a validated parking program between district merchants and operators of the Pacific Medical Center garage at Clay and Webster during evening and nighttime hours. 2.* Establish evening/nighttime private valet parking operations at Petrini's Grand Central Market on California. 3. Revoke red zone, reclaim "dead" driveway curb cut, and install meters entire frontage of Lot 9, Assessors Block 635, north side of California, between Fillmore and Steiner. (2 new stalls) 	<p>Merchants, PMC</p> <p>Merchants, Parking operators (other than City)</p> <p>DPW</p>	<p>N/A</p> <p>N/A</p> <p>\$700</p>

*Note: Both of these measures would not be necessary to meet parking demand in the Upper Fillmore district in the short term. However, both are included in the hope that one can be implemented in the 1985/86 year.

YEAR 1985/86 (cont'd)

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
Upper Fillmore (cont'd)	4. Install meters north side of Pine Street, between Fillmore and Steiner, entire block. (13 stalls)	DPW	\$3,300
	5. Identify potential parcels of land for development of Parking Authority facility.	Parking Authority	Staff Time
8. Castro-Upper Market	1. Install new metered stalls in unregulated curbside locations.	DPW	
	1A. Collingwood, west side, from approximately 80 feet south of 18th Street to Muni 8-Market bus terminal. (12 stalls)		\$3,000
	1B. 18th Street, south side, from Hartford approximately 90 feet eastward; replace existing yellow zone with metered STL stall, at southeast corner of Hartford. (3 stalls)		\$1,000
	1C. 16th Street, north side from Market approximately 200 feet eastward. (10 stalls)		\$2,600
	2. Reduce length of fire hydrant red zone, north side of 19th Street east of Castro; replace 2 existing metered stalls with 3 compact-size metered stalls.	DPW, Fire	\$1,000
	3. Identify potential sites for new Parking Authority facility in general vicinity of Market between Castro and Sanchez.	Parking Authority	Staff Time
9. 24th Street-Noe Valley	1. Install new metered stalls in unregulated curbside locations.	DPW	
	1A. 24th Street, north side between Castro and Diamond. (13 meter stalls, plus 1 yellow zone)		\$3,300
	2. Reduce length of fire hydrant red zone north side of 24th Street east of Castro; install one new metered stall.	DPW, Fire	\$350

YEAR 1985/86 (cont'd)

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
10. Fisherman's Wharf	1. Install directional signage throughout the area to private off-street lots and garages in the southern portion of the area.	Merchants, Parking operators, DCP, DPW	\$1,200
	2. Install metered stalls in unregulated or posted two-hour curbside areas.	DPW	
	2A. North Point, north side between Grant and Stockton. (15 stalls)		\$3,800
	2B. North Point Street, both sides, between Columbus Avenue and Powell Street. (100 stalls)		\$25,300
	2C. Jones Street, both sides, between Jefferson and Bay Streets. (60 stalls)		\$15,200
	2D. Mason Street, both sides, between Beach and Bay Streets. (30 stalls)		\$7,600
	2E. Powell Street, west side, between Beach and Bay Streets. (17 stalls)		\$4,300
	2F. Bay Street, north side, between Jones and Powell Streets. (30 stalls)		\$7,600
	2G. Bay Street, south side, between Mason and Powell Streets. (18 stalls)		\$4,500
	2H. Beach Street, north side, between Mason and Powell Streets. (4 stalls)		\$1,100
	2I. Columbus Avenue, west side, between Beach and North Point Streets. (8 stalls)		\$2,200
	2J. Columbus Avenue, east side, between Leavenworth and North Point Streets. (4 stalls)		\$1,100

YEAR 1985/86 (cont'd)

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
Fisherman's Wharf (con't)	2K. Leavenworth Street, west side, between Columbus Avenue and North Point Street. (3 stalls)		\$900
11. Polk-Van Ness (Geary to Vallejo)	1. Complete negotiations for mixed-use development at Polk and Bush, including approximately 150 parking spaces to be provided by Parking Authority; finalize design and engineering.	Parking Authority, Real Estate,	\$2,000,000-\$6,000,000
	2. Return "dead" driveway curb cuts and red zones to parking.	DPW	\$600
	2A. Install meters (2) at 1440 Bush, north side between Van Ness and Polk, at dead driveway and associated long red zone.		\$600
	2B. Install 1 meter and 1 metered white zone (for valet parking operation during lunchtime and evenings) along dead driveways on Van Ness, west side south of Austin.		\$350
	2C. Install 1 meter on Van Ness, west side between Austin and Pine at dead driveway for computer store.	DPW	\$350
	3. Reallocate existing curbspace by moving 2 existing yellow zones on South side of Pine west of Van Ness westward, and install 1 new meter at corner.		
	4. Meter unregulated curbside locations.	DPW	
	4A. Sacramento, South side approximately 150 feet west from Van Ness: install 1 white zone at corner and 4 new metered stalls.		\$1,200

<u>YEAR 1985/86 (cont'd)</u>		<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
<u>District</u>	<u>Measures for Implementation</u>		
Polk-Van Ness (Geary to Vallejo) (con't)	4B. Sacramento, North side approximately 60 feet west from Van Ness: install 3 new compact meter spaces.		\$1,000
	4C. Hemlock, South side between Polk and Van Ness (8 metered stalls, plus 2 green spaces, plus new sidewalks)		\$9,000

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
1. All Priority Districts	<ol style="list-style-type: none"> 1. Print educational pamphlet with parking regulations information and distribute to parking enforcement personnel for issuance with parking violation citations; distribute to merchant groups at no charge for placement in parked vehicles at request of groups. 2. Institute computerized inventory of street space allocation for monitoring and programming, to supplement individual block meter maps. 3. Institute a regular and on-going program of meetings with community groups in each district to continually monitor parking conditions, needs and enforcement issues. 4. Publish and begin to implement a five-year program for coordinated and comprehensive Muni bus zone consolidation and reorganization, with the return to parking of abolished bus stops. 5. Examine the feasibility of raising meter rates 	City Planning, Police	\$2,500
		DPW, City Planning	\$2,000
		Police, DPW, Parking Authority, City Planning, Muni	Staff Time
		Muni, PUC, DPW, City	N/A
		Parking Authority, DPW	Staff Time
2. Inner Clement-Mid Geary-California	<ol style="list-style-type: none"> 1. Finalize negotiations for site to construct new Parking Authority facility; contract for design and engineering. 2. Pending findings of feasibility study, commence test of expanding scope of the Neighborhood Private Property Parking Program to include Parking Authority lease for Saturday and/or evening operation at test site on or near Geary. 3. Institute a parking validation program between restaurants and operator of Petrini's parking lot during nighttime hours. 	Parking Authority, Real Estate	\$2,000,000-\$6,000,000
		Parking Authority	N/A
		Merchants, Parking Operator (other than City)	N/A

YEAR 1986/87 (cont'd)

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
Inner Clement-Mid Geary-California (cont'd)	4. Convert metered stalls on north side of Clement between Arguello and 6th Avenue to compact spaces (5 additional stalls).	DPW	\$5,000
3. Chinatown	1. If site has been selected and secured, commence construction of new Parking Authority facility. 2. Complete feasibility study of private or public shuttle bus service to and from private parking facilities evenings and weekends (during first 6 months); if concept is found to be feasible, negotiate with operator for 6-month test operation. (To be done in concert with same measure below for North Beach-Broadway.) 3. Institute a parking validation program between district merchants and private parking operators.	Parking Authority City Planning, Muni/PUC, Private parking operators and transit companies.	N/A N/A
4. North Beach-Broadway	1. Complete feasibility study of private or public shuttle bus service to and from private parking facilities evenings and weekends (during first 6 months); if concept is found to be feasible, negotiate with operator for 6-month test operation. (To be done in concert with same measure above for Chinatown.) 2. If site is selected, finalize negotiations for site to construct new Parking Authority facility; contract for design and engineering. 3. Reduce amount of white curbside space by consolidating zones where at least 2 businesses in same block within 100 feet of each other have more than one white zone each.	Merchants, Parking Operators (other than City) City Planning, Muni/PUC, Private parking operators and transit companies Parking Authority, Real Estate DPW	N/A N/A \$2,000,000-\$6,000,000

YEAR 1986/87 (cont'd)

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
North Beach-Broadway (cont'd)	<ul style="list-style-type: none"> o Green, north side between Grant & Powell (1 space) o Green, south side between Stockton & Powell (1 space) o Broadway, north side between Montgomery and Kearny. (1 space) 		\$320 \$320 \$320
	4. Meter white zones for daytime use when business is not open.		
5. Marina (Lombard-Chestnut-Union)	1. Convert yellow zones within metered areas to Special Truck Loading Zones, effective no later than 2 p.m. 2. Install meters at unregulated curbside locations with commercial frontage. 2A. Lombard Street, north side between Buchanan and Webster, entire block. (10 metered stalls, plus 2 white zones and 1 yellow zone) 2B. Lombard Street, north side between Laguna and Buchanan, at either end of block. (5 stalls) 2C. Lombard Street, north side between Webster and Fillmore Streets. (7 metered stalls, plus 2 white zones and 1 yellow zone)	DPW, Merchants DPW	\$600 \$3,000 \$1,500 \$2,100
	3. Reduce amount of white curbside space by consolidating zones in blocks where 3 or more businesses have one or more white space each.	DPW	
	<ul style="list-style-type: none"> o Lombard, north side between Webster and Fillmore (2 spaces) o Lombard, north side between Octavia and Laguna (2 spaces) 		\$650 \$650

YEAR 1986/87 (cont'd)

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
6. Outer Clement	1. Convert metered stalls on south side of Clement to compact stalls, 20th to 23rd Avenues. (2 new stalls)	DPW	\$1, 100
7. Upper Fillmore	1. If feasible, select preferred site(s) for development of new Parking Authority facility and commence negotiations with owner(s) for purchase or lease; proceed with design and engineering.	Parking Authority, Real Estate	\$2, 000, 000- \$6, 000, 000
8. Castro-Upper Market	1. If feasible, select preferred site(s) for development of new Parking Authority facility and commence negotiations with owner(s) for purchase or lease.	Parking Authority, Real Estate	\$2, 000, 000- \$6, 000, 000
9. 24th Street-Noe Valley	1. Establish private evening valet parking at Little Bell Market lot (Castro and Jersey)	Merchants, Private parking operators	N/A
	2. Convert parallel metered stalls to perpendicular metered stalls, Sanchez Street, east side between 24th and Elizabeth. (6 new stalls)	DPW	\$2, 000
10. Fisherman's Wharf	1. Expand existing parking validation programs to provide coordination between greater numbers of merchants and parking facilities.	Merchants, Parking Operators (other than City)	N/A

YEAR 1986/87 (cont'd)

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
11. Polk-Van Ness (Geary to Vallejo)	1. Commence construction of Parking Authority garage-mixed use development at Polk and Bush.	Parking Authority	N/A
	2. Establish evening private valet operation at surface parking lots closed after business hours.	Merchants, Parking Operators (other than City)	N/A
	3. Establish validated parking program with existing major private parking garages	Merchants Parking Operators (other than City)	N/A
	4. Reduce amount of excessive white curbside space and return to metered parking.	DPW	
	4A. Post, South side between Van Ness and Franklin (Cathedral Hill Office Building) (2 stalls)		\$600
	4B. Van Ness, West side north of Geary (Cathedral Hill Hotel) (3 stalls)		\$1,000
	4C. Bush, North side west of Van Ness (Sofabed Conspiracy) (2 stalls)		\$650
	4D. Van Ness, west side between Washington and Jackson. (2 stalls)		\$650

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
1. All Priority Districts	<ol style="list-style-type: none"> 1. Evaluate effectiveness of distributing educational pamphlet with citations, or by merchants on parked vehicles. 2. Initiate study to determine and evaluate legal and financial issues of instituting public-private joint venture program at existing parking facilities privately owned and operated. 3. Continue program of meetings with community groups in each district to monitor parking conditions and needs, and revise or update 5-year Parking Action Plan as required. 4. Continue implementation of coordinated Muni bus zone consolidation and reorganization program. 	<p>City Planning, Police</p> <p>City Attorney, Parking Authority, City Planning</p> <p>Police, DPW, Parking Authority, City Planning, Muni</p> <p>Muni, PUC, DPW, City Planning</p>	<p>Staff Time</p> <p>Staff Time</p> <p>Staff Time</p> <p>N/A</p>
2. Selected Districts	<ol style="list-style-type: none"> 1. Conduct new study of parking conditions, including analysis of time duration and turnover rates, in the following districts: <ol style="list-style-type: none"> 1A. Inner and Mid Irving 1B. Valencia-Inner Mission 1C. Sacramento 1D. 24th Street-Mission 1E. Hayes-Gough <p>As conditions warrant, prepare specific measures for inclusion in 5-year Parking Action Plan.</p>	<p>City Planning, DPW, Parking Authority</p>	<p>Staff Time</p>

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
3. Chinatown	1. As appropriate, conduct evaluation study of shuttle bus service test; continue, revise or abandon service as appropriate.	City Planning, Muni/PUC, Private parking operators and transit companies	N/A
4. North Beach-Broadway	1. If site has been selected and secured, commence construction and/or operation of new Parking Authority facility. 2. As appropriate, conduct evaluation study of shuttle bus service test; continue, revise or abandon service as appropriate.	Parking Authority	N/A
5. Inner Clement-Mid Geary-California	1. If site has been selected and secured, commence construction and/or operation of new Parking Authority facility. 2. Convert perpendicular parking on north side of Cornwall, 5th Avenue to mid-block toward 6th Avenue, and parallel parking on south side of California, same block frontage, to 45° angle metered stalls. Continue parallel parking rest of block between 5th and 6th Avenues, both Cornwall and California; maintain pedestrian path between angle configurations, minimum of 3.5 feet in width. (5 new stalls) 3. Evaluate test of Neighborhood Private Property Parking Program commercial operation; negotiate long-term lease if test is successful.	City Planning, Muni/PUC, Private parking operators and transit companies Parking Authority DPW Parking Authority	N/A \$9,000 N/A

YEAR 1987/88 (cont'd)

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
6. Marina (Union-Chestnut-Lombard)	<p>1. Convert metered stalls to compact metered stalls.</p> <p>1A. South side of Union, between Steiner and Webster. (5 new stalls)</p> <p>1B. North side of Chestnut, between Scott and Fillmore. (3 new stalls)</p> <p>2. Install new meters in time-regulated curbside areas.</p> <p>o Lombard, North side between Van Ness and Franklin. (7 stalls)</p> <p>3. Reduce or eliminate white zones in metered areas where there is a driveway curb cut immediately adjacent:</p> <p>o Union Street, South side between Laguna and Octavia. (2 stalls)</p> <p>o Lombard Street, North side between Laguna and Octavia. (2 stalls)</p> <p>o Lombard Street, North side between Franklin and Van Ness. (1 stall)</p> <p>o Lombard Street, North side between Divisadero and Scott. (2 stalls)</p> <p>o Lombard Street, South side between Steiner and Fillmore. (2 stalls)</p>	<p>DPW</p>	<p>\$3,500</p> <p>\$3,000</p> <p>\$2,000</p> <p>\$650</p> <p>\$650</p> <p>\$350</p> <p>\$650</p> <p>\$650</p>
7. Upper Fillmore	<p>1. If site has been selected and secured, commence construction and/or operation of new new Parking Authority facility.</p>	<p>Parking Authority</p>	<p>N/A</p>

YEAR 1987/88 (cont'd)

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
Upper Fillmore (con't)	2. Install meters in unregulated curbside locations. 2A. Steiner, both sides, Pine north to midblock. (8 stalls) 2B. Pine, North side, Steiner approximately 80 feet west. (3 stalls) 2C. California, North side, Steiner approximately 100 feet west. (1 stall)	DPW	\$2,400 \$900
8. Castro-Upper Market	1. If site has been selected and secured, commence construction of new Parking Authority facility. 2. Convert parallel metered stalls to 60° angle metered stalls, west side of Castro between 18th and 19th Streets. (16 new stalls)	Parking Authority DPW	N/A \$7,000
9. 24th Street-Noe Valley	1. Convert parallel metered stalls to 60° angle metered stalls, west side of Castro, between 24th and Jersey Streets. (2 new stalls)	DPW	\$1,500
10. Fisherman's Wharf	1. Install metered stalls in unregulated, or in posted one-hour or two-hour curbside areas. 1A. Mason Street, both sides between North Point and Bay (18 stalls)	DPW	\$4,600

YEAR 1987/88 (cont'd)

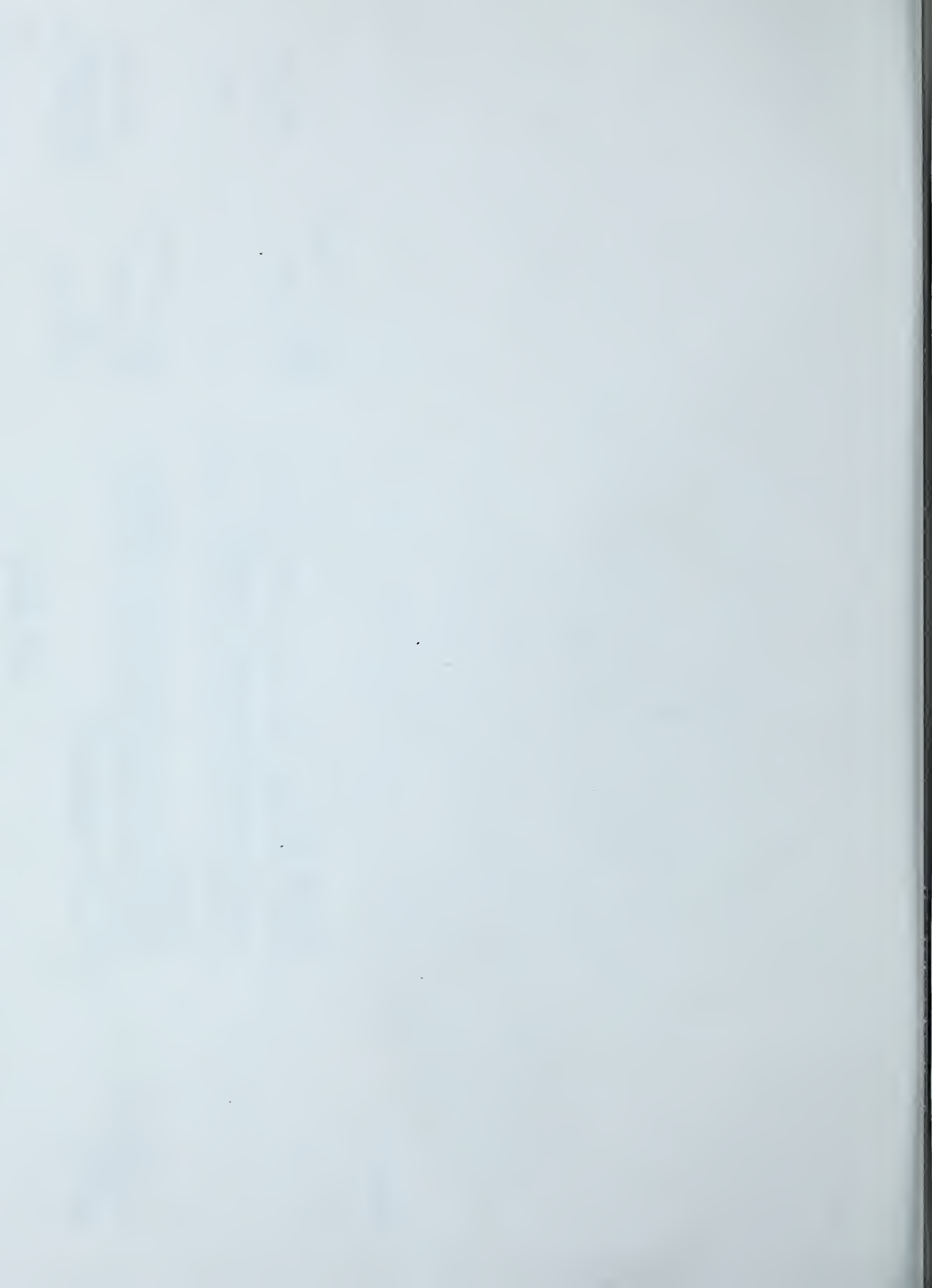
<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
11. Polk-Van Ness (Geary to Vallejo)	<p>1. Return white curbside space to metered parking where driveway or bus zone is immediately adjacent to serve as a passenger loading area:</p> <p>1A. Van Ness, East side north of Washington (House of Prime Rib could use Muni bus zone). (2 spaces)</p> <p>2. Return excessive red zones to parking: Van Ness, East side north of Clay: shorten yellow zone for 1846 Van Ness, and create 2 new compact meter stalls where 1 full-size stall and long red zone currently exist.</p> <p>3. Install meters at unregulated curbside areas.</p> <p>3A. Myrtle Street, north side between Van Ness and Franklin. (13 stalls; would require reversion to one-way single-lane traffic)</p> <p>3B. Fern Street, north side between Van Ness and Franklin. (5 stalls)</p>	<p>DPW</p> <p>DPW</p> <p>DPW</p>	<p>\$650</p> <p>\$650</p> <p>\$3,900</p> <p>\$1,500</p>

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
1. Fisherman's Wharf	1. Convert parallel parking to 60° angle metered stalls, East side of Powell between North Point and Bay. (6 new stalls)	DPW	\$1,700
2. Marina (Lombard-Chestnut-Union)	1. Pending results of feasibility study, implement public-private joint venture program at private fee garages on Union Street.	Parking Authority	N/A
3. North Beach-Broadway	1. Pending results of feasibility study, implement public-private joint venture program at private fee lots and/or garages.	Parking Authority	N/A
4. Chinatown	2. Permit parking on North side of Pacific, Kearny to Powell, after 6:00 p.m. weekdays, and all times Saturday and Sunday. (30-40 spaces)	DPW	\$1,000
5. 24th Street-Noe Valley	1. Install meters, south side of 24th between Castro and Diamond. (16 metered stalls, plus 1 yellow zone)	DPW	\$4,700

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
6. Castro-Upper Market	<ol style="list-style-type: none"> 1. Determine feasibility of moving terminal for 8-Market trolley to South of 19th Street, and convert existing terminal red zone to 6 metered stalls. 2. Convert parallel parking on east side of Diamond Street between 18th and 19th Streets to perpendicular unmetered spaces; eliminate parking on west side of street and convert traffic flow from two-way to one-way northbound (approximately 10 additional spaces, after removal of parking on west side) 	Muni/PUC, DPW DPW	\$2,000 \$1,000
7. Polk-Van Ness (Geary to Vallejo)	<ol style="list-style-type: none"> 1. Pending results of test of Neighborhood Private Property Parking Program commercial operation in other districts, negotiate leases with property owners throughout district and commence evening operation. 	Parking Authority	N/A
8. Selected Districts	<ol style="list-style-type: none"> 1. Conduct new study of parking conditions, including analysis of time duration and turnover rates, in the Divisadero and Haight districts. 	City Planning, DPW, Parking Authority	Staff Time

<u>District</u>	<u>Measures for Implementation</u>	<u>Implementing Body</u>	<u>Estimated City Cost (1985\$)</u>
1. All Priority Districts	<ol style="list-style-type: none"> 1. Conduct detailed reevaluation study of parking conditions and needs to assess effectiveness of new facilities and on-street measures implemented 1985-1989 2. Contingent on 5-year program effectiveness, increase levels of parking enforcement as necessary. 3. Prepare 1989-1994 5-Year Parking Action Plan for Neighborhoods. 	<p>City Planning, DPW, Parking Authority</p> <p>Police</p> <p>City Planning, DPW, Parking Authority</p>	<p>Staff Time</p> <p>N/A</p> <p>Staff Time</p>

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